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<th>Description</th>
</tr>
</thead>
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<tr>
<td>AC</td>
<td>Advisory Circular</td>
</tr>
<tr>
<td>ACETA</td>
<td>Aerial Capture Eradication and Tagging of Animals</td>
</tr>
<tr>
<td>AD</td>
<td>Airworthiness Directive</td>
</tr>
<tr>
<td>AMS</td>
<td>Aviation Management System</td>
</tr>
<tr>
<td>A&amp;P</td>
<td>Airframe and Power plant</td>
</tr>
<tr>
<td>APCO</td>
<td>Association of Public-Safety Communications Officials</td>
</tr>
<tr>
<td>AQP</td>
<td>Acquisition Services Directorate</td>
</tr>
<tr>
<td>ASM</td>
<td>Aviation Safety Manager</td>
</tr>
<tr>
<td>ASO</td>
<td>Aviation Safety Office</td>
</tr>
<tr>
<td>ASTM</td>
<td>American Society for Testing and Material</td>
</tr>
<tr>
<td>ATC</td>
<td>Air Traffic Control</td>
</tr>
<tr>
<td>AUR</td>
<td>Aircraft Use Report</td>
</tr>
<tr>
<td>BLM</td>
<td>Bureau of Land Management</td>
</tr>
<tr>
<td>BATF</td>
<td>Bureau of Alcohol Tobacco and Firearms</td>
</tr>
<tr>
<td>CAGE</td>
<td>Commercial and Government Entity</td>
</tr>
<tr>
<td>CFR</td>
<td>Code of Federal Regulations</td>
</tr>
<tr>
<td>CO</td>
<td>Contracting Officer</td>
</tr>
<tr>
<td>COR</td>
<td>Contracting Officer’s Representative</td>
</tr>
<tr>
<td>CORTR</td>
<td>Contracting Officer’s Technical Representative</td>
</tr>
<tr>
<td>CFR</td>
<td>Code of Federal Regulations</td>
</tr>
<tr>
<td>CPARS</td>
<td>Contractor Performance Assessment Reporting System</td>
</tr>
<tr>
<td>CTCSS</td>
<td>Continuous Tone Coded Squelch System</td>
</tr>
<tr>
<td>DLA</td>
<td>Defense Logistics Agency</td>
</tr>
<tr>
<td>DM</td>
<td>Degrees/Minutes Decimal Minutes</td>
</tr>
<tr>
<td>DOI</td>
<td>Department of Interior</td>
</tr>
<tr>
<td>DOL</td>
<td>Department Of Labor</td>
</tr>
<tr>
<td>DOT</td>
<td>Department of Transportation</td>
</tr>
<tr>
<td>DUNS</td>
<td>Data Universal Numbering System</td>
</tr>
<tr>
<td>EDWOSB</td>
<td>Economically Disadvantaged Women-Owned Small Business</td>
</tr>
<tr>
<td>EFT</td>
<td>Electronic Funds Transfer</td>
</tr>
<tr>
<td>ELT</td>
<td>Emergency Locator Transmitter</td>
</tr>
<tr>
<td>EPA</td>
<td>Environmental Protection Agency</td>
</tr>
<tr>
<td>ERG</td>
<td>Emergency Response Guidebook</td>
</tr>
<tr>
<td>EULA</td>
<td>End User License Agreement FAA Federal Aviation Administration</td>
</tr>
<tr>
<td>FAR</td>
<td>Federal Acquisition Regulations</td>
</tr>
<tr>
<td>FRBB</td>
<td>Federal Reserve Bank of Boston FSB Forest Service</td>
</tr>
<tr>
<td>FTR</td>
<td>Federal Travel Regulations</td>
</tr>
<tr>
<td>GFW</td>
<td>Gross Vehicle Weight</td>
</tr>
<tr>
<td>GPM</td>
<td>Gallons Per Minute</td>
</tr>
<tr>
<td>GPS</td>
<td>Global Positioning System</td>
</tr>
<tr>
<td>HIGE</td>
<td>Hover-In-Ground Effect</td>
</tr>
<tr>
<td>HOGE</td>
<td>Hover-Out-of-Ground Effect</td>
</tr>
<tr>
<td>HOGE-J</td>
<td>Hover-Out-of-Ground Effect Jettisonable</td>
</tr>
<tr>
<td>HMWPE</td>
<td>High Molecular Weight Polyethylene</td>
</tr>
<tr>
<td>IDIQ</td>
<td>Indefinite Delivery, Indefinite Quantity Contract</td>
</tr>
<tr>
<td>IAT</td>
<td>Interagency Aviation Training</td>
</tr>
<tr>
<td>IBC</td>
<td>Interior Business Center</td>
</tr>
<tr>
<td>ICAO</td>
<td>International Civil Aviation Organization</td>
</tr>
<tr>
<td>ICS</td>
<td>Inter-Communications System</td>
</tr>
</tbody>
</table>

PIR  | Instrument Flight Rules |
| IIC   | Investigator In Charge |
| IP    | Institute of Petroleum |
| IPP   | Invoice Processing Platform |
| MMSB  | Manufacturer’s Mandatory Service Bulletins |
| NATO  | North Atlantic Treaty Organization |
| NFPA  | National Fire Protection Association |
| NSPA  | NATO Support and Procurement Agency |
| NTSB  | National Transportation Safety Board |
| NWCG  | National Wildfire Coordinating Group |
| OAS   | Office of Aviation Services |
| OEM   | Original Equipment Manufacturer |
| OMB   | Office of Management and Budget |
| PA    | Public Address System |
| PA    | Pressure Altitude |
| PFD   | Personal Flotation Device |
| PIC   | Pilot-In-Command |
| PPE   | Personal Protective Equipment |
| PPIRS | Past Performance Information Retrieval System |
| PSD   | Plastic Sphere Dispenser |
| PSI   | pounds per Square Inch |
| PTS   | Practical Test Standards |
| PTT   | Push To Talk |
| RFP   | Request for Proposals |
| RPM   | Revolutions Per Minute |
| SAM   | System for Award Management |
| SFI   | Safety Foundation Incorporated |
| STEP  | Single-skid, Toe-In and Hover Exit/Entry Procedures |
| TBO   | Time Between Overhaul |
| TIN   | Taxpayer Identification Number |
| TOS   | Terms Of Service |
| TSO   | Technical service order |
| UL    | Underwriter’s Laboratory |
| USDA  | United States Department of Agriculture |
| VFR   | Visual Flight Rules |
| VNE   | Velocity Never Exceed |
| VOX   | voice activation |
| VSWR  | Voltage Standing Wave Ratio |
| WHB   | Wild Horse and Burro |

Solicitation No. D16PS00073
Wild Horse & Burro and ACETA

Contract No. D16PC00TBD
SECTION A - REQUIREMENTS AND PRICES

SCHEDULE OF SUPPLIES/SERVICES

The intent of this solicitation is to obtain On-Call helicopter flight services for Aerial Capture, Eradication, and Tagging of Animals (ACETA) and Wild Horse and Burro (WH&B) missions for the Department of Interior (DOI), U.S. Forest Service and other Government agencies who may have written agreements with the Interior Business Center (IBC). Specific flights may be for low level reconnaissance. The different types of missions are identified as Program Items as shown below. See pages 7 & 8 for Program Item definitions for ACETA and WH&B Programs:

Inventory/Count and Classification definitions are included and may be performed under this contract, however they are not considered ACETA operations.

Program Item definitions for ACETA operations include: Herding, Eradication, Darting/Marking, Trapping and Netgunning.

Program Item definitions for WH&B Programs include: Herding and Trapping

Aircraft Requirement: Light helicopters (more than one make/model aircraft may be offered).

✴ Minimum helicopter characteristics:
  ✴ Light helicopter(s).
  ✴ Minimum of 2 passenger seats not including pilot.

✴ Helicopter Performance:

Helicopters provided must be capable of performing in at least one of the following categories below. This performance must be accomplished/calculated with 1 pilot @ 200 lb., 2 crewmembers @ 200 lb. per person, survival kit @ 25 lb., and fuel for 1 hour and 30 minutes of flight plus 20 minutes reserve as defined in 14 CFR 91.151(b). (Use fuel consumption chart provided in the exhibits.) (Calculations must be performed utilizing the Interagency Load Calculation Form provided in the exhibits.) (Note: The required performance specified below is based on density altitude at the actual time of any flight. For calculation purposes for this solicitation, please use the standard temperature per International Standard Atmosphere (ISA) for the altitudes specified below).

For operations up to 4,000 feet density altitude (DA), Hover out-of-ground effect (HOGE) at 4,000 feet DA.

For operations above 4,000 to 7,000 feet (DA), Hover out-of-ground effect (HOGE) at 7,000 feet DA.

For operations above 7,000 to 9,000 feet (DA), Hover out-of-ground effect (HOGE) at 9,000 feet DA.

For operations above 9,000 feet (DA), The aircraft must meet hover out-of-ground effect (HOGE) performance for the highest anticipated DA.

✴ Minimum crew and fuel service vehicle requirement per helicopter (all program items): Pilot-in-Command (PIC), fuel service vehicle, and fuel servicing vehicle driver (relief crew not required)

✴ Additional personnel (required for Program Items 4, 5 and 8 when ordered): Aerial gunner, animal handler(s), and veterinary support.

Offerors must ensure helicopters meet the minimum requirements of this solicitation. Helicopters offered under this solicitation equipped with non-turbocharged reciprocating engines having less than 300 rated horsepower will be limited to operations below 4,000 feet density altitude.

Offers may include multiple aircraft pricing for different makes and models of aircraft. The Government however reserves the right to accept and make award only for makes and models that are considered most suitable for fulfilling the work to be done. It is at the Government's discretion to determine aircraft make and model suitability and the number of aircraft needed to fulfill the expected program needs. Most wild horse/burro program needs are expected to be satisfied by use of a reciprocating engine and/or Soloy turbine type aircraft, which meet or exceed the minimum aircraft requirements shown above.
SECTION A - REQUIREMENTS AND PRICES

A1 PROGRAM ITEMS DEFINITIONS AND PROFILES

Program Item 1 is Inventory and Count; Program Item 2 is Classification; Program Item 3 is ACETA WH & B Herding; Program Item 4 is ACETA Eradication/Darting (Above 50’ AGL); Program Item 5 ACETA Darting/Marking (Below 50’ AGL); Program Item 6 is ACETA Trapping; Program Item 7 is WH&B Trapping; Program Item 8 is ACETA Net Gunning. Programs 4, 5 and 8 are split into: A- Contractor and Government Crew; and B-Full Contractor Crew Only. An offer may be submitted in response to any or all of the 16 Program Items.

<table>
<thead>
<tr>
<th>PROGRAM ITEM</th>
<th>ACETA MISSION</th>
<th>Mission Profile Based Upon Typical Expected Flight Complexity and Associated Risk Level Associated with the Mission. (See Pricing Schedule for Breakdown of Full Contractor Crew Only and Contractor and Government Crew).</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>INVENTORY/COUNT</td>
<td>Inventory flights are not considered ACETA. Flights are conducted at altitudes of 100 feet AGL or higher (if plausible and practical). Inventory is the assessment of overall numbers of animals in a specific area and are neither gender nor age specific. This type of flight does not require the pilot to know specifics of the animals being inventoried. The operation is conducted with passenger(s). Pilot Skills required are those needed for carding endorsement for reconnaissance and survey.</td>
</tr>
<tr>
<td></td>
<td>NON-ACETA</td>
<td>Requires pilot approval for “Low Level Reconnaissance”</td>
</tr>
<tr>
<td>2</td>
<td>CLASSIFICATION</td>
<td>Classification (Survey, Census) This an operational function conducted to gain information about a group of animals, as to numbers, age class, gender or structure or to perform a visual evaluation of their overall condition. Many times a herd of animals must be split and directed so they do not immediately reassemble and confound the classification process. This operation often requires a pilot to maneuver below 50’ AGL and much closer to the animals to gain the desired effect. It is often necessary for the biologist to see a specific part of the animal’s anatomy (i.e. the head) to determine accurate age or sex classification, thus requiring more aggressive maneuvering. Classification flights are always performed with passenger(s) onboard. Pilot skills required to perform this operation safely are advanced due to all the factors of wind, terrain, vegetation animal behavior and sometimes elevation, compounded with a high degree of maneuvering, requiring rapid speed (aircraft attitude) changes and bank angles close to the ground.</td>
</tr>
<tr>
<td></td>
<td>NON-ACETA</td>
<td>Requires pilot approval for “Classification”</td>
</tr>
<tr>
<td>3</td>
<td>HERDING</td>
<td>Herding Used to move an animal or group of animals along the surface. The pilot applies the aircraft’s presence in a manner necessary to influence animal movement in a direction needed to accomplish the mission, never approaching an animal closer than 50’ horizontal distance and not lower than 50’ AGL. Herding normally used to relocate horses, bison, elk and other animals can be and is routinely accomplished without the employment of a trap or pen as the objective. (Herding for the purpose of penning, drive traps, corral traps, etc., see “Trapping”). Normally there is no crew onboard. However when required Government personnel may serve as qualified non crew members. Pilot skills required are more advanced than those conducting an inventory. The pilot must maneuver the aircraft to accommodate animal behavior, terrain, vegetation, and wind. The aircraft proximity to the ground, and vegetation, wires etc., elevates risk. In some special cases.</td>
</tr>
<tr>
<td></td>
<td>ACETA/WILD HORSE AND BURRO- Requires pilot endorsement of ACETA/(or ACETA (Herding only)</td>
<td></td>
</tr>
<tr>
<td>4A and B</td>
<td>ERADICATION/DARTING (Above 50’ AGL)</td>
<td>ERADICATION/DARTING, (Pilot must remain above fifty feet AGL at all times and clear of obstacles while conducting these special use missions)</td>
</tr>
<tr>
<td></td>
<td>ACETA-Requires pilot endorsement of ACETA/( or ACETA - ”Eradication/Darting only”)</td>
<td><em>Intentional darting or Eradication conducted below the clearance limit minimums identified (50’) AGL and clear of obstacles, in this contract, by pilots that are endorsed for ERADICATION/DARTING “ONLY”</em> would violate the terms of this contract.</td>
</tr>
</tbody>
</table>

Classification (Survey, Census)

This an operational function conducted to gain information about a group of animals, as to numbers, age class, gender or structure or to perform a visual evaluation of their overall condition. Many times a herd of animals must be split and directed so they do not immediately reassemble and confound the classification process. This operation often requires a pilot to maneuver below 50’ AGL and much closer to the animals to gain the desired effect. It is often necessary for the biologist to see a specific part of the animal’s anatomy (i.e. the head) to determine accurate age or sex classification, thus requiring more aggressive maneuvering. Classification flights are always performed with passenger(s) onboard. Pilot skills required to perform this operation safely are advanced due to all the factors of wind, terrain, vegetation animal behavior and sometimes elevation, compounded with a high degree of maneuvering, requiring rapid speed (aircraft attitude) changes and bank angles close to the ground.

Programs 4, 5 and 8 are split into: A- Contractor and Government Crew; and B-Full Contractor Crew Only. An offer may be submitted in response to any or all of the 16 Program Items.
| 5A and B | DARTING/MARKING (Below 50’AGL) | DARTING/MARKING pilot endorsement allows pilot to operate at all altitudes including below fifty (50) feet AGL, the active use of a device firing a dart to immobilize, vaccinate (animals with barbless darts against various diseases/purposes) or to collect data from animals (DNA samples). All involves the use of a dart gun. Darting may be used for chemically restraining an animal for various purposes. (See ACETA definitions for complete darting info as it applies to this program.) |
| | Darting- use of a specialized dart gun. | **Marking:** The use of paint or other substance, normally paintballs, to mark and identify similar looking animals for various purposes, to prevent confusion with unmarked animals. |
| | Marking- use of a paint ball gun to mark specific animals. | **Eradication** as defined above without altitude restrictions, consideration must be given to weapon effects and risk of ricochet. |
| | Eradication- any altitude | |
| | ACETA-Requires pilot endorsement of ACETA/(or ACETA Darting/Marking only) | |
| | ACETA (Darting/Marking only) qualifies approved pilot to perform Eradication/Darting and Herding. | |
| 6 (ACETA) | TRAPPING | Trapping |
| 7 (WH&B) | ACETA- Requires pilot endorsement of ACETA/(or ACETA (Trapping only) | This exercise is the result of successful herding of animals to a pre-established location for the purpose of capturing the target animal(s) either in a corral type trap or a net trap resulting in entanglement. |
| | ACETA (Trapping only) qualifies approved pilot to perform Herding | May require operations below 50 ft. in close proximity to the animal, ground and manmade obstacles |
| | WILD HORSE AND BURRO (Trapping) qualifies approved pilot to perform Herding. Note: specific pilot qualifications are required see B 10.2.8 | |
| 8A and B | NETGUNNING | Net Gunning (for this program is defined as an aerial capture method) |
| | Aerial capture of animals by deploying a net over the animal from a helicopter utilizing a specialized net gun. | Net gunning is a means of capture where a net is deployed from a handheld gun in order to capture animals. The net gun has four separate barrels that are pointed in slightly diverging directions to allow for a net to be deployed in a fully open position to capture animals. The successful deployment of nets from an aircraft requires a coordinated effort between the pilot and a trained gunner. For the purpose of this program, definition of net gunning is used in conjunction with its use from helicopters. |
| | ACETA-Requires pilot endorsement of ACETA | |
| | Qualifies pilot for all ACETA operations. | |
## SECTION A - REQUIREMENTS AND PRICES

A2 Pricing
DIFFERENT MAKE/MODELS OF AIRCRAFT CAN BE IDENTIFIED ON THE SAME PAGE AS LONG AS THE OPERATING BASE AND PRICING IS THE SAME – IF EITHER OF THESE ITEMS IS DIFFERENT, COPY THIS PAGE AND COMPLETE A SEPARATE PAGE. An offer may be submitted in response to any or all of the 16 Programs

<table>
<thead>
<tr>
<th>OFFEROR’S NAME</th>
<th>Mandatory</th>
</tr>
</thead>
<tbody>
<tr>
<td>MAKE/MODEL/FAA N # OF AIRCRAFT</td>
<td>Mandatory (multiple N numbers may be entered if same make and model)</td>
</tr>
<tr>
<td>OFFEROR’S BASE OF OPERATIONS (FOR PURPOSES OF THIS SOLICITATION)</td>
<td>Mandatory (One location only)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Program Items</th>
<th>DESCRIPTION</th>
<th>PAY ITEM CODE</th>
<th>UNIT</th>
<th>*PRICE Base Year</th>
<th>*PRICE Option Year 1</th>
<th>*PRICE Option Year 2</th>
<th>*PRICE Option Year 3</th>
<th>*PRICE Option Year 4</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>INVENTORY/COUNT (helicopter, pilot, and fuel servicing vehicle driver)</td>
<td>FT</td>
<td>Flight Hour</td>
<td>$</td>
<td>$</td>
<td>$</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>2</td>
<td>CLASSIFICATION (helicopter, pilot, and fuel servicing vehicle driver)</td>
<td>FT</td>
<td>Flight Hour</td>
<td>$</td>
<td>$</td>
<td>$</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>3</td>
<td>HERDING WH&amp;B/ACETA (helicopter, pilot, and fuel servicing vehicle driver)</td>
<td>FT</td>
<td>Flight Hour</td>
<td>$</td>
<td>$</td>
<td>$</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>4A</td>
<td>ERADICATION/DARTING (Above 500 AGL) * 50’ AGL and above limit is mandatory. Pilots conducting Eradication or Darting ops below these limits are in violation of this contract. (helicopter, pilot, and fuel servicing vehicle driver)</td>
<td>P45</td>
<td>Flight Hour</td>
<td>$</td>
<td>$</td>
<td>$</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>4B</td>
<td>ERADICATION/DARTING (Above 500 AGL) * 50’ AGL and above limit is mandatory. Pilots conducting Eradication or Darting ops below these limits are in violation of this contract. *Fully Contractor Provided (helicopter, pilot, fuel servicing vehicle driver, gunner, and animal handler = total of 4 personnel)</td>
<td>P46</td>
<td>Flight Hour</td>
<td>$</td>
<td>$</td>
<td>$</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>5A</td>
<td>DARTING/MARKING (Below 500ft AGL) (helicopter, pilot, and fuel servicing vehicle driver)</td>
<td>P35</td>
<td>Flight Hour</td>
<td>$</td>
<td>$</td>
<td>$</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>5B</td>
<td>DARTING/MARKING (Below 500ft AGL) *Fully Contractor Provided (helicopter, pilot, fuel servicing vehicle driver, gunner, and animal handler = total of 4 personnel)</td>
<td>P34</td>
<td>Flight Hour</td>
<td>$</td>
<td>$</td>
<td>$</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>6</td>
<td>TRAPPING ACETA (Includes herding, drive netting, trapping) (helicopter, pilot, and fuel servicing vehicle driver)</td>
<td>P32</td>
<td>Flight Hour</td>
<td>$</td>
<td>$</td>
<td>$</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>7</td>
<td>TRAPPING WH&amp;B (Includes herding, trapping) (helicopter, pilot, and fuel servicing vehicle driver)</td>
<td>P33</td>
<td>Flight Hour</td>
<td>$</td>
<td>$</td>
<td>$</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>8A</td>
<td>NETGUNNING Contractor and Government Provided (helicopter, pilot, and fuel servicing vehicle driver = total of 2 contractor personnel)</td>
<td>P37</td>
<td>Flight Hour</td>
<td>$</td>
<td>$</td>
<td>$</td>
<td>$</td>
<td>$</td>
</tr>
</tbody>
</table>
## SECTION A - REQUIREMENTS AND PRICES

### NETGUNNING

<table>
<thead>
<tr>
<th>8B</th>
<th>DESCRIPTION</th>
<th>CODE</th>
<th>RATE AT</th>
<th>PAY ITEM CODE</th>
<th>PAY ITEM CODE</th>
</tr>
</thead>
<tbody>
<tr>
<td>NETGUNNING</td>
<td><em>Fully Contractor Provided</em> (helicopter, pilot, fuel servicing vehicle driver, gunner, and animal handler = total of 4 personnel)</td>
<td>P36</td>
<td>Flight Hour</td>
<td>$</td>
<td>$</td>
</tr>
</tbody>
</table>

### ADDITIONAL PAY ITEMS

**Identifies pre-established pricing for additional items that will apply to all contracts awarded, as applicable.**

<table>
<thead>
<tr>
<th>17</th>
<th>DESCRIPTION</th>
<th>PARAGRAPH</th>
<th>PAY ITEM CODE</th>
<th>RATE</th>
</tr>
</thead>
<tbody>
<tr>
<td>a</td>
<td>Fuel Servicing Vehicle Mileage (based upon truck capacity and as ordered)</td>
<td>C50.2</td>
<td>SMS</td>
<td>0-349 gal</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>SMM</td>
<td>350-749 gal</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>SML</td>
<td>750 gal and up</td>
</tr>
<tr>
<td>b</td>
<td>Airport Use Costs</td>
<td>C50.5</td>
<td>SC</td>
<td></td>
</tr>
<tr>
<td>c</td>
<td>Subsistence Allowance</td>
<td>C50.1</td>
<td>Per FTR</td>
<td></td>
</tr>
<tr>
<td>d</td>
<td>Extended Standby – Crew</td>
<td>C43.4</td>
<td>EA</td>
<td></td>
</tr>
<tr>
<td>e</td>
<td><em>Applicable to Programs 5B and 8B only</em> Price per animal captured by Darting or Net gun (fully contractor-provided services only)</td>
<td>C46</td>
<td>P23</td>
<td></td>
</tr>
</tbody>
</table>
SECTION A - REQUIREMENTS AND PRICES

A2.1 The Government does not guarantee the placement of orders for service under contracts awarded under this solicitation and the Contractor is not required to accept an order. However, once the Contractor accepts an order, they are required to follow the terms and conditions of the contract and are expected to meet any scheduled dates mutually agreed upon by both the Government and the Contractor.

A2.2 Funding will not be obligated under this IDIQ. All funding will be provided on individual task orders for each service provided. Each task order will obligate funding for the payment of aircraft services.

A2.3 Initial OAS Inspection/Test of Contractor Aircraft and Pilot(s). The minimum guarantee of one Government-provided aircraft and pilot inspection as described in Section C3 will be provided to every contract holder as required by FAR 16.504 and FAR 52.216-22. The contract shared ceiling/maximum is $3,000,000. The ceiling amount of $3,000,000 over the course of 5 years or $540,000 per year shall be shared by all awardees. Some awardees may receive more of the yearly ceiling depending on the needs of the Government.

A2.4 Contract Period: The contract period shall be a Base Year, starting January 1, 2017, or date of award, whichever is later, through December 31, 2017. Four one-year option years are available and shall run from January 1 to December 31 of the applicable option year, when exercised. The Government reserves the right to not exercise any given option year.

A2.5 Flight rate should be **bid Wet, with fuel for flight services in the Lower 48 States.** All fuel shall be provided by the Contractor.

Pursuant to clause C28 of the contract, below is fuel survey information.
Full service fuel prices obtained from [http://www.airnav.com/fuel](http://www.airnav.com/fuel)

Jet fuel prices are applicable for aircraft with turbine engines
100 LL aviation gasoline prices are applicable for aircraft with reciprocating engines

<table>
<thead>
<tr>
<th>Location</th>
<th>Phone</th>
<th>Fuel Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>San Bernardino Airport</td>
<td>909-362-6068</td>
<td>4.49</td>
</tr>
<tr>
<td>Cutter Flying Service</td>
<td>505-842-4184</td>
<td>5.49</td>
</tr>
<tr>
<td>Premier Aviation</td>
<td>520-889-6327</td>
<td>4.90</td>
</tr>
<tr>
<td>Sphere One Av.</td>
<td>435-586-4504</td>
<td>5.75</td>
</tr>
<tr>
<td>Western Aircraft</td>
<td>208-338-1800</td>
<td>5.85</td>
</tr>
<tr>
<td>Edwards Jet Center</td>
<td>406-252-0805</td>
<td>5.30</td>
</tr>
<tr>
<td>West Star Aviation</td>
<td>970-243-7500</td>
<td>5.86</td>
</tr>
<tr>
<td>Aviation Classics</td>
<td>775-972-5540</td>
<td>4.69</td>
</tr>
<tr>
<td>Wenatchee GS Terminal</td>
<td>509-886-0233</td>
<td>5.24</td>
</tr>
<tr>
<td>MAG Aviation Fuel</td>
<td>760-617-7599</td>
<td>4.20</td>
</tr>
<tr>
<td>Mountain West Aviation</td>
<td>775-883-1500</td>
<td>5.25</td>
</tr>
<tr>
<td>Johnson County Airport</td>
<td>469-522-2568</td>
<td>3.80</td>
</tr>
</tbody>
</table>

Average                               |           | $5.07      |

JET FUEL        |           | $4.24      |
SECTION B – TECHNICAL SPECIFICATIONS

GENERAL REQUIREMENTS

B1 Scope of Contract

B1.1 The intent of this contract is to obtain fully Contractor furnished, operated, and maintained on-call helicopter flight services which are capable of supporting the aerial capture, eradication, and tagging of animals (ACETA) program missions to include aerial transportation of animals. Additional specific missions will be in support of the Bureau of Land Management (BLM) Wild Horse and Burro (WH&B) herding and trapping programs. Although not categorized as actual ACETA missions, Inventory/Census/Survey operations are allowed to be performed under the scope of this contract. Services will require the transportation of Government personnel and cargo as needed. The Contractor must have the capability of administering vaccines or other prescribed biological drugs as well as the taking of biological samples from the wildlife species being captured when providing services under Programs 5B and 8B. These needs will be identified and coordinated on a project basis. The Government will direct aircraft to support its missions and objectives.

B1.2 The primary user of thisIDIQ contract will be various DOI bureaus and offices that are tasked with the management of a variety of wildlife species. However, the primary user during wild horse and burro operations conducted under the contract will be the BLM. Use of this contract may be determined to be appropriate by the DOI IBC Acquisition Services Directorate Contracting Officer (CO) to support other users accomplishing the type of programs identified above. Such use will be as set forth by modification or specific CO authorization to the contract.

B1.3 The Government and Contractor must establish an effective working relationship to successfully complete this contract. The Contractor’s employees’ cooperation, professionalism, and positive attitude toward accomplishment of the mission and aviation safety are an integral element of this relationship.

B1.4 The Government has interagency and cooperative agreements with other Federal and State agencies and private landholders and may dispatch aircraft under this contract for such cooperative use.

B2 Certification

The Contractor must obtain and keep current all of the following required certificates and must ensure that contracted aircraft are operated and maintained in compliance with those certificates at all times:

B2.1 A Federal Aviation Administration (FAA) Air Carrier or Operating Certificate which authorizes the Contractor to operate in the category and class of aircraft and under flight conditions required by this contract (e.g., rotorcraft, visual flight rules (VFR) day/night, passengers, and cargo).


B2.3 A 14 CFR Part 133, “Rotorcraft External Load Operations” certificate which authorizes Class A and/or B loads as appropriate.

B2.4 The contracted aircraft must have a standard airworthiness certificate. The installation of any equipment required by this contract must be FAA approved.

B3 Order of Precedence (Specifications)

In the event of inconsistencies within the technical specification, the following order must be used in such resolution: (i) Typed provisions of these specifications; (ii) DOI Office of Aviation Services supplements and/or exhibits incorporated by reference; (iii) 14 CFR incorporated by reference; (iv) aircraft manufacturer’s specifications; (v) other documents incorporated by reference.

B4 Contracts

B4.1 The Contractor must maintain a complete, current copy of the contract, modifications, and task orders (if applicable) in each contracted aircraft throughout the performance period.

B4.2 The pilot must have order information (i.e. order number, performance period) in his/her possession prior to any flights under this contract and make this information available to government representatives on request.

B4.3 Electronic copies of contracts and task orders may be used. However, the Contractor is responsible for ensuring that the documents are uploaded on an appropriate viewing device (e.g., laptop or tablet), which must be charged and made available at the aircraft for reference by government representatives upon request. Further, the Contractor must agree to hold the government harmless for any inadvertent or accidental damage to the viewing device.

EQUIPMENT REQUIREMENTS

B5 Condition of Equipment

The Contractor-furnished helicopter, fuel servicing vehicle, and all other required equipment must be operable, free of damage, and in good repair. Aircraft systems and components must be free of leaks, except where specified by the manufacturer.

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Wild Horse & Burro and ACETA

Contract No. D16PC00TBD
**SECTION B – TECHNICAL SPECIFICATIONS**

B5.1 Prior to inspection and acceptance, the Contractor must permanently repair or replace all windows and windshields that have been temporarily repaired. All windows and windshields must be maintained at all times and must be clean and free of scratches, cracks, crazing, distortion, repairs, or tainting which hinder visibility.

B5.2 The aircraft interior must be clean and neat with no unrepaired tears, rips, or other damage. The exterior finish, including the paint, must be clean, neat, and in good condition. Any corrosion must be within manufacturer or FAA acceptable limits.

B5.3 See the Unacceptable Lap Belt and Shoulder Harness Conditions Exhibit 3 for examples of lap belt and shoulder harness conditions that are not acceptable.

B5.4 Military or other similar low visibility paint schemes are unacceptable. The Contracting Officer’s Technical Representative (COTR) may approve high visibility enhancements.

**B6 Aircraft Equipment Requirements**

The Contractor must provide fully compliant helicopter(s) that is equipped as shown below:

B6.1 A complete set of current aeronautical charts covering the area of operations. FAA authorized Electronic Flight Bags (EFB) meet this requirement.

B6.2 One digital hour meter installed in a location visible by the pilot and front seat observer while seated. The meter must be wired in series with a switch on the collective control, and a switch activated by engine or transmission oil pressure or by equivalent means, to record flight time only.

B6.3 Free air temperature gauge.

B6.4 One set of individual lap belts for each installed seat.

B6.5 Double-strap shoulder harness with automatic or manual locking inertia reel for each front seat occupant. Shoulder straps and lap belts must fasten with one single-point, metal-to-metal, quick-release mechanism. Heavy-duty (military-style) harnesses with fabric loop connecting the shoulder harness to the male portion of the lap belt buckle are acceptable.

Note: Applicable to Items 4A, 4B, 5A, 5B, 8A and 8B: When the gunner is shooting from the front seat, a rotary type buckle, similar the Pacific Scientific “Saf-T-Matic” is required on helicopters not equipped with an approved shooting window or door.

B6.6 Shoulder harnesses (either single-strap or double-strap) for each aft cabin occupant. Shoulder harness straps and lap belts must fasten with a single-point, metal-to-metal, quick-release mechanism.

B6.7 Fire extinguisher(s), as required by 14 CFR Part 135, must be a handheld bottle, minimum 2-B: C rating, mounted and accessible to the flight crew while seated. (See the fire extinguisher maintenance instructions in Section B29.6.)

B6.8 Dual controls for initial pilot performance evaluation. (May also be required for interim or recurrent pilot performance evaluations at the option of the Government and for operations conducted under training option per B10.3 and B20.12.)

B6.9 Aircraft lighting for night operation in accordance with 14 CFR Part 91.205(c), including instrument lights.

B6.10 A strobe light (with either a white, or half-white/half-red lens) or a flashing LED (red or white), mounted on top of the aircraft or otherwise visible from above, with an independent activating switch. A red strobe or rotating beacon does not satisfy this requirement.

B6.11 High visibility, pulsating, forward-facing, conspicuity lighting.

B6.12 High visibility markings on main rotor blades as specified in the Acceptable Paint Schemes Exhibit 4.

B6.13 High skid-type landing gear, if manufactured for make and model.

B6.14 Personnel access steps for aircraft with a floor height greater than 18 inches, to ensure safe entrance and exit from each door. For Program Item 8, the aircraft must have an approved step in the gunner’s position that will aid the gunner in supporting a proper shooting position.

B6.15 Locking cap(s) on all fuel inlet ports.

B6.16 Cabin heater and window defogger.

B6.17 Wire strike protection system (mechanical). (Note: If manufactured for make and model of helicopter.)

B6.18 Reserved.

B6.19 Reserved

B6.20 Cargo compartment, internal or external as specified below:

If internal:

B6.20.1 15-cubic-foot baggage compartment within the aircraft fuselage specifically designed to carry cargo separate from the cabin.
SECTION B – TECHNICAL SPECIFICATIONS

If external:

B6.20.2 Cargo rack. A side-mounted external rack attached to the aircraft. The racks must have at a minimum a horizontal surface of approximately 48 by 15 inches, with a depth of 2.5 inches. Cargo carried in the rack is secured with tie down net, straps, or bungees. Examples: Alaskan Skycraft-style transporters and Garlick cargo racks.

OR

B6.20.3 Cargo pod. An externally side-mounted pod of either fiberglass or Kevlar construction that secures the cargo with a locking lid and is weatherproof. Examples: Heli-Composites Canada Star pod and Dart Heli-Utility-Pod™.

OR

B6.20.4 Cargo basket. An externally side-mounted basket constructed with tubular frame and expanded metal and incorporating a locking lid or tie down net, straps, or bungees to secure cargo. Examples: Dart Heli-Utility-Basket™ and Aeronautical Accessories utility cargo basket.

All construction methods must be as prescribed by Advisory Circular (AC) 43.13-1B and 43.13-2A or other FAA approval.

Note: External cargo racks, baskets, or pods may be removed when conducting operations for which they are not required; however, rack(s), basket(s), or pod(s) must be installed and/or removed when specifically requested by the Government.

B6.21 Cargo restraint system for aircraft manufactured with a parcel/storage area behind the rear passenger seats.

B6.22 An accessory power source consisting of an MS 3112E-12-3S three-pin connector, accessible in the cabin. Pin B must be airframe ground; pin A must be +28VDC (for 28-volt aircraft); and pin C must be +14VDC (for 14-volt aircraft). The circuit must be protected by a 1-amp circuit protection.

B6.23 A first aid kit containing items specified in the First Aid and Survival Kits Exhibit 5 must be carried aboard the aircraft on all flights.

B6.24 A survival kit containing items specified in the First Aid and Survival Kits (Exhibit 5) must be carried aboard the aircraft on all flights and must be included in weight and balance/load calculations.

Special Note: Items in the following paragraphs B6.25 through B6.28 are required for long line operations per requirements and/or offerings in Section A.

B6.25 A convex mirror for the pilot to observe the sling load. The convex mirror is not required for aircraft equipped and modified for vertical reference external load operation (i.e., door gauges, modified seat, alternate cargo hook release positions, and bubble window) or for aircraft where direct vertical reference is possible.

B6.26 One cargo hook that may be loaded and locked in a single motion with one hand and is rated at the maximum lifting capacity of the aircraft. May be removed for projects that do not require transportation of Class B external loads; however, the cargo hook must be installed and/or removed when specifically requested by the Government. (See the cargo hook maintenance requirements in Section B29.5)

B6.27 Part number MS 3101E-24-11S, nine-pin connector, for use as the power source for a remote cargo hook. Pin D must be airframe ground. Pin E must be switched 28VDC, protected by a manually operable, 50-amp circuit breaker.

B6.27.1 A lanyard to support the connector and mounted within 12 inches of the cargo hook.

B6.27.2 This connector must have multiple circuit capacity sufficient to provide power and control for contractor-furnished equipment. The long line remote hook, fixed tank, or water bucket must be wired through this connector. A list of water buckets with required pin wiring can be found in FS/OAS Drawing A-16 in Exhibit 6. Wiring diagrams for various equipment configurations are available from the U.S. Department of the Interior, Office of Aviation Services, 300 E. Mallard Drive, Suite 200, Boise, ID 83706 or USDA Forest Service, 3833 S. Development Avenue, Boise, ID 83705-5354.

B6.28 One remote cargo hook with related cabling and release system, complying with the following specifications:

B6.28.1 Electrically activated remote cargo hook that may be loaded and locked in a single motion with one hand and that is rated at the maximum lifting capacity of the aircraft.

B6.28.2 The remote hook must be protected by a metal ring or cage that does not interfere with the use or function of the hook.

B6.28.3 Counterwound or rotation resistant wire rope with swaged fittings having a minimum breaking strength of 3.75 times the working load with appropriate placards and/or synthetic rope meeting the requirements of the Helicopter Synthetic Long line Requirements Exhibit 7.

B6.28.4 The length of the rope must be readily adjustable from 50 to 150 feet in 50-foot increments.

B6.28.5 Electrical cables must be protected from pinching by hooks or shackles and from damage caused by stretching of the line. The electrical wire must be long enough at the aircraft cargo hook end to prevent a swinging load from unplugging the electrical connector.
SECTION B – TECHNICAL SPECIFICATIONS

B6.28.6 All fabrication and installation methods must comply with 14 CFR Part 133 and AC 43.13–1B.

B6.28.7 Remote hook operating switch must be mounted on the collective control to avoid confusion with the helicopter cargo hook release.

B6.29 Other auxiliary equipment.

Applicable to Program Items 4B, 5B, and 8B. Based on requirements, appropriate firearm(s) for eradication, paintball gun for marking, tranquilizer (dart) gun, darts and charges for chemical immobilization, net gun, charges, and nets must be provided. Full service contractors must provide appropriately sized nets/hobbles, blindfolds and transport equipment for the wildlife species to be net gunned, in the quantities listed in the equipment exhibit 16. When requested, the Contractor must self-certify that nets have not been used in an area known to be exposed to any disease such as Chronic Wasting Disease, etc. The Contractor must provide the appropriate animal subduing items such as hobbles, blindfolds, etc. The Contractor may be required to transport the animals from remote sites to a staging area and must have the appropriate animal capture support equipment as identified in the Capture Support Minimum Equipment List for Full Service Contractor for Darting and Net Gunning Exhibit 15 to transport the animal in an apparatus that supports the animal’s body weight, adequately protects the animal’s airway, and protects the animal from injury.

NOTE: All equipment required for ACETA will be inspected by OAS. Net guns must be Bureau of Alcohol, Tobacco and Firearms (BATF) approved or be registered and meet the requirements under the National Firearms Act (26 U.S.C. Chapter 53 and 27 CFR Part 479). Documentation of approval or registration of the net gun must be provided to the OAS inspector. Any net guns that are not approved or registered by the BATF will be considered illegal and reported to the appropriate authorities.

B7 Avionics Requirements

B7.1 General

B7.1.1 The Contractor must provide, install, and maintain the following systems in accordance with the manufacturer's specifications and the installation and maintenance standards of Section B7. Detailed avionics systems performance requirements are listed in Avionics Operational Test Standards (copies available upon request from OAS Avionics, or the most recent list may be found online at: http://www.nifc.gov/NHCD/docs/avionics/FSAMD_A24E.pdf.

B7.2 Avionics Installation and Maintenance Standards


B7.2.2 All avionics systems requiring an antenna must be installed with a properly matched, aircraft-certified antenna, unless otherwise specified. Antennas must be polarized as required by the avionics system and must have a voltage standing wave ratio (VSWR) of 3.0 to 1 or better.

B7.2.3 Although the contract aircraft may not be certified for flight under instrument flight rules (IFR), the aircraft's static pressure system, altimeter instrument system, and automatic pressure altitude reporting system must be maintained in accordance with the IFR requirements of 14 CFR Part 91.411 and inspected and tested every 24 calendar months, as specified by 14 CFR Part 43, appendices E and F.

B7.3 Communications Systems

B7.3.1 One automatic-portable/automatic-fixed or automatic-fixed Emergency Locator Transmitter (ELT) certified to either Technical Standard Order (TSO)-C91a or TSO-C126, installed per the ELT manufacturer’s instructions in a conspicuous or marked location, and meeting the same requirements as those detailed for airplanes in 14 CFR Part 91.207 (excluding section f). ELT antennas must be mounted externally to the aircraft unless installed in a location approved by the aircraft manufacturer. TSO-C126 and newer (406 MHz) ELTs must include a 121.5 MHz homing beacon, and require documentation of current registration with the National Oceanic and Atmospheric Administration (NOAA), or the national civil aviation authority with which the aircraft is registered.

B7.3.2 One panel-mounted VHF-AM (VHF-1) aeronautical transceiver, with a minimum of 760 channels covering 118,000 to 136,975 MHz. The transceiver must have channels selectable in no greater than 25 kHz increments and a minimum of 5 watts carrier output power. The transceiver’s operational controls must be mounted so they are readily visible and accessible to the pilot.

B7.3.3 Required for Wild Horse and Burro ONLY. One P25-compliant VHF-FM transceiver. The transceiver (FM-1), must provide selection of narrowband analog (12.5 kHz), wideband analog (25.0 kHz), or narrowband digital (12.5 kHz) operation on each of a minimum of 100 channels. The transceiver’s operational controls must be located and arranged so that the pilot and observer/copilot when seated, have full and unrestricted movement of each control without interference from clothing, the cockpit structure, or the flight controls.

B7.3.3.1 The transceiver’s operational frequency range must include the band of 136.0000 MHz to 173.9975 MHz. The operator(s) must be able to program any usable channels within that band, along with any required CTCSS tones,
SECTION B – TECHNICAL SPECIFICATIONS

National Access Codes (NAC’s), or Talk Group ID’s (TGID’s), while in flight. Unless instructed by the Government for use on a specific project, all frequencies programmed for use under this Contract must be in the narrowband analog mode.

B7.3.3.2 Carrier output power for the transceiver must be 10 watts nominal value (original design specification). The transceiver must be capable of displaying receiver and transmitter operating frequency, alpha-numeric channel labels, and must provide both receiver and transmitter activation indicators.

B7.3.3.3 The following VHF-FM aeronautical transceivers are known to meet the above requirements:
- Cobham: (formerly NAT) NPX-136D-070.

B7.3.4 Provisions for auxiliary VHF-FM (AUX-FM) portable radio (acceptable for ACETA operations ONLY):

B7.3.4.1 Interface for installing and properly operating an auxiliary VHF-FM portable radio through the aircraft’s audio control system(s). The interface must consist of the appropriate wiring from the audio control system, terminated in an ITT/Cannon type MS3112E12-10S 10-pin connector conveniently located for use by the observer/copilot, and utilizing the contact assignments as specified by drawing FS/OAS-17 in Exhibit 8.

B7.3.4.2 One weatherproof, external, broadband antenna covering the 150-174 MHz band, with associated RG-58A/U (or equivalent) coaxial cable and connector, terminated in a bulkhead-mounted, female BNC connector (type UG-290A), conveniently located for use by the observer/copilot adjacent to the above 10-pin connector (Comant model CI-177 or equal).

B7.3.4.3 Mounting facilities for securely installing the auxiliary VHF-FM portable radio in the cockpit in accordance with the FAA AC 43.13-2A specifications. Locate and arrange the mounting facilities so that a seated observer/copilot has full and unrestricted movement of the radio's controls, without interference from the 18-inch adapter cable, clothing, cockpit structure, or flight controls.

B7.3.4.4 Positive-polarity microphone excitation voltage provided to the AUX-FM system from the aircraft DC power system through a suitable resistor network. A blocking capacitor must be provided to prevent the portable radio microphone excitation voltage from entering the system. Sidetone for the AUX-FM must also be provided (NAT model AA34-300, Premier model PA-34, or equivalent).

B7.3.4.5 In lieu of the above AUX-FM requirements, the Contractor may substitute one VHF-FM aeronautical transceiver (FM-1) which meets the requirements specified in B7.3.3 (et. seq.) above.

B7.3.5 One satellite-based aircraft tracking hardware compatible with the government’s Automated Flight Following (AFF) Program (https://aff.gov). Not all available satellite based tracking systems are compatible with the Government’s AFF Program, nor meets AFF’s requirements. The Contractor must ensure that the aircraft hardware offered is compatible with AFF. For questions about current compatibility requirements contact the AFF Program Manager listed under contacts at https://www.aff.gov.

B7.3.5.1 The AFF aircraft hardware must be powered by the aircraft’s electrical system, installed per the manufacturer’s installation manual, and operational in all phases of flight. AFF aircraft hardware must utilize as a minimum: Satellite communications, an externally or internally mounted antenna, provide data to the Government’s AFF viewing software, use aircraft power via a dedicated circuit breaker for power protection, and be mounted so as not to endanger any occupant from AFF aircraft hardware during periods of turbulence. Antennas should be placed where they have the best view of the overhead sky as possible. Externally mounted antennas are recommended to improve system performance. Any visual indicators for remotely installed units must be mounted so that they can be easily viewed by the pilot.

B7.3.5.2 AFF communications must be fully operational in all 50 states. Contractors working in or accepting dispatches to the State of Alaska, Southern Canada, or Western Canada must have an AFF system capable of being tracked in these locations at all times. Not all manufacturers’ AFF equipment communication links will operate effectively in all geographic areas.

B7.3.5.3 The Contractor must maintain a subscription service through the AFF aircraft hardware provider allowing AFF position reporting for satellite tracking via the Government AFF viewing software. The position-reporting interval must be every two minutes while the aircraft is in flight. The Contractor must register their AFF aircraft hardware with the Government through https://www.aff.gov providing: complete tail number; manufacturer and serial number of the AFF transceiver; aircraft make and model; and contractor contact information. If the Contractor relocates previously registered AFF aircraft hardware into another aircraft, then the Contractor must contact the government’s AFF Program making the appropriate changes prior to aircraft use. In all cases, the Contractor must ensure that the correct aircraft information is indicated within AFF. The Contractor must contact the Government of system changes, scheduled maintenance, and planned service outages.

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B7.3.5.4 Registration contact information, a web accessible feedback form, and additional information is available at: https://www.aff.gov. The Fire Applications Support Desk (FASD) can be reached at (866) 224-7677.

B7.3.5.5 Prior to the aircraft’s annual contract inspection, the Contractor must ensure compliance with all AFF systems requirements. The Contractor must additionally perform an operational check of the system. As a minimum, the operational check must consist of confirming the aircraft being tested is displayed in AFF (indicating it is currently transmitting data to AFF) and that all information displayed in AFF is current. A username and password are required to access AFF. Log on to the AFF website at https://www.aff.gov to request a username and password, or contact the FASD.

B7.3.5.6 If AFF becomes inoperable/unreliable the aircraft may, at the discretion of the Government, remain available for service utilizing radio/voice system for flight following. The Contractor will return the AFF system to full operational capability within 72 hours after the inoperative/unreliable unit is first discovered as defective.

B7.3.5.7 This clause incorporates Specification Section Supplement available at: https://www.aff.gov/contract specs with the same force and affect as if they were presented as full text herein.

B7.4 Navigational Systems

B7.4.1 One permanently installed, panel-mounted global positioning system (GPS-1) utilizing an approved, fixed external aircraft antenna and powered by the aircraft electrical system or an aviation portable GPS unit (Garmin GPSMap 296/396/496 or equivalent) provided the portable unit is securely mounted, is equipped with a remote (i.e., not part of the GPS unit) antenna, and presents information from an overhead orientation (not a drive-along-the-road type), and is powered by the aircraft electrical system. The GPS (permanently installed or portable) must utilize the WGS-84 datum and reference latitude and longitude coordinates in the degrees/minutes/decimal minutes (DM) mode for aircraft positioning.

B7.5 Audio Systems

B7.5.1 One audio control system must be provided for the pilot and copilot/observer. The system must provide controls for selection of receiver audio outputs and transmitter microphone/PTT audio inputs for any installed radios and PA systems. The system must also provide controls for adjustment of both ICS and receiver audio output levels.

B7.5.1.1 Transmitter selection and operation. Transmitter selection controls must be provided for the microphone/PTT inputs of pilot or copilot/observer. The system must be configured so that the pilot or copilot/observer may select and utilize transmitters (or PA/siren system when installed) via their respective microphone/PTT. Whenever a transmitter is selected, the companion receiver audio must automatically be selected for the corresponding earphone. Transmitter sidetone audio must be provided for the user.

B7.5.1.2 Receiver selection and operation. Controls must be provided for selection of audio from one or any combination of available receivers. Any ICS-equipped passenger positions must monitor the receiver(s) as selected. The receiver audio output must be free of excessive distortion, hum, noise, and crosstalk; and must be amplified sufficiently to facilitate ease of use in a noisy cockpit/cabin environment.

B7.5.1.3 The controls of the audio system(s) must be located and arranged so that both the pilot and copilot/observer, when seated, have full and unrestricted movement of their respective controls without interference from their clothing, the cockpit structure, or the flight controls. Labeling and marking of controls must be clear, understandable, legible, and permanent. Electronic label marking is acceptable.

B7.5.2 An ICS must be provided for the pilot, copilot/observer, and all gunner/mugger positions. ICS audio must mix with, but not mute, selected receiver audio. An ICS audio level control must be provided for each position above. Adjustment of the ICS audio level at any position must not affect the level at any other position. A “hot mic” capability, controlled via an activation switch (VOX is not acceptable), must be provided for all ICS-equipped positions. ICS sidetone audio must be provided for the earphones corresponding with the microphone in use. The ICS audio output must be free of excessive distortion, hum, noise, and crosstalk and must be amplified sufficiently to facilitate ease of use in a noisy cockpit/cabin environment.

B7.5.3 Earphones, microphones, PTT’s, and jacks designed for operation with 600-ohm earphones and carbon-equivalent, noise-canceling boom type microphones (Gentex electret type model 5060-2, military dynamic type M-87/AIC with type CE-100 TR preamplifier, or equivalent) with U-174/U (single/male) type connector plug. The pilot position only may be configured for low impedance (dynamic) operation.

B7.5.3.1 All earphone/microphone jacks in the aircraft (except the pilot's) must be U-92A/U (single/female) type, which will accept U-174/U type plugs.

B7.5.3.2 Separate PTT switches for radio transmitter and ICS microphone operation must be provided at the pilot, copilot/observer, and any other positions required above to be furnished with both radio transmitter and ICS operation. The pilot's PTT switches must be mounted on the cyclic control. The copilot/observer's and gunner’s PTT switches must be mounted on the cord to the earphone/microphone connector. Any additional ICS-equipped positions must also be furnished with cord-mounted ICS PTT switches.
SECTION B – TECHNICAL SPECIFICATIONS

B7.6 Other Avionics

B7.6.1 Reserved

B7.6.2 One APCO Project 25 compliant (P25) VHF-FM "multi-mode" two-way mobile radio, with a matched broadband antenna, must be in the fuel-servicing vehicle. The radio's operational bandwidth must include the 150 MHz to 174 MHz frequency band, with user-programmable (in the field) channels. Selection of wideband (25.0 kHz) analog, narrowband (12.5 kHz) analog, or digital (12.5 kHz) spacing is required on each channel. The radio must be frequency-synthesized, equipped with the lowest 32 CTCSS sub-audible tones, and must develop a minimum of 30 watts carrier output power. Use of appropriate portable VHF-FM radios with suitable output power booster units is permissible.

The following radio models are known to meet the above requirements:

- Datron G25RMV100, G25RMV110, G25ASU001
- Kenwood TK-5710, TK-5720
- Midland STM-1055B, STM-1055B, STM-1115B
- Relm (BK) Radio: DMH5992 with Smartmic, DMH5992X
- HP with Smartmic
- Relm: KNG-M150

NOTE: As of August 6, 2015, no other mobile radios were known to meet the above requirements. See http://www.nifc.gov/NIICD/docs/approved_radios.pdf for a complete, current listing of approved radios.

B7.6.3 Automatic Dependent Surveillance-Broadcast (ADS-B) Out. Effective no later than January 1, 2020, each aircraft must be equipped to meet the requirements of 14 CFR 91.225.

B7.6.4 The aircraft must be equipped to meet the Radar Altimeter requirements of 14 CFR 135.160, where applicable, no later than April 24, 2017.

B8 Fuel Servicing Vehicle Equipment Requirements

B8.1 General

B8.1.1 Fuel servicing vehicles must meet 49 CFR Transportation requirements.

B8.1.2 The Contractor must provide one fuel servicing vehicle (fuel truck and or trailer combination is acceptable) when requested. Vehicle specifications follow:

B8.1.2.1 The vehicle must be a 4 wheel drive truck capable of transporting fuel over rough mountain roads and being operated at posted highway/freeway speeds.

B8.1.2.2 The vehicle’s tank(s) must have a capacity of a minimum of 8 hours of useable fuel for the make and model helicopter operating on the contract based on the Helicopter Fuel Consumption and Weight Reduction Chart Exhibit 2. The vehicle must be capable of carrying all equipment and accessories (i.e., longlines, remote hook, cargo nets, contractor crew’s overnight gear, and other items) necessary to support a lengthy assignment. The vehicle manufacturer's gross vehicle weight (GVW) with full fuel tanks and accessories must not be exceeded.

B8.1.2.3 The vehicle must be properly maintained, clean, and reliable with a functioning air conditioner for cooling the driver. Tanks, plumbing, filters, and other required equipment must be free of rust, scale, dirt, and other contaminants. All leaks must be repaired immediately.

B8.1.2.4 A 10-gallon-per-minute (gpm) flow rate measured at the nozzle is the minimum size acceptable. Filter and pump sizes must be compatible with the aircraft being serviced.

B8.1.2.5 All fuel transfer pumps must be designed for dispensing fuel. Gasoline engines powering pumps must have a shielded ignition system with a flame and spark arresting exhaust system, and a metal shield between the engine and pump. The pump seals must be fuel compatible. Pump impellers should be non-sparking. ITT Marlow and Gorman Rupp manufacture UL listed pumps have the above listed attributes. Terminal connections on electrically-powered pumps must be insulated to prevent sparking in the event of contact with conductive material.

B8.2 Equipment.

The Contractor must equip and maintain the vehicle as shown below:

B8.2.1 Two fire extinguishers, each having a rating of at least 20-B: C and with one extinguisher mounted on each side of the vehicle. Extinguishers located in enclosed compartments shall be readily accessible, and their location shall be externally marked and placarded in letters at least 50 mm (2 in.) high. Fire extinguishers must be maintained in accordance with provisions contained in National Fire Protection Association (NFPA) 10: Standards for Portable Fire Extinguishers.

B8.2.2 Tanks mounted on vehicles must be designed to allow removal of contaminants from the sediment settling area. The settling area plumbing shall be extended to the vehicle perimeter to allow contaminant removal without crawling under the vehicle. The sump shall be drained daily when the system is used. The draining shall continue until fuel appearance is contamination free. The daily sumping shall be documented on the Contractor developed checklist/form. The Contractor is responsible for compliance with 49 CFR Part 172, including emergency response information.

B8.2.3 Fuel hose shall meet Energy Institute (EI) (formerly API) 1529 Aviation Fueling Hose and Hose Assemblies qualifications within 2 years of contract start. In service hoses
changed for cause prior to the 2 year deadline shall be replaced with EI 1529 Type C hoses. Hoses with manufacturer’s “Aviation Fuel” markings are acceptable. Fuel dispensing hoses must be free of damage or cracks that expose underlying cord and kept in good repair.

B8.2.4 Both open port/splash and closed circuit fuel nozzle must include a 100-mesh or finer screen and a dust protective device. Open port/splash nozzle hold-open devices are not permitted. Closed circuit nozzles do not require bonding wires.

B8.2.5 One properly functioning fuel-metering device for registering quantities in U.S. gallons of fuel pumped. The meter must be positioned so it is in full view of the person fueling the aircraft.

B8.2.6 Fuel servicing vehicles shall have adequate bonding cables which must be utilized in accordance with NFPA 407: Aircraft Fuel Servicing.

B8.2.7 A sufficient supply of petroleum product absorbent pads or materials to absorb or contain a 5-gallon petroleum spill must be kept on hand. The Contractor must properly dispose of all products used in a spill cleanup in accordance with the Environmental Protection Agency (EPA) (40 CFR Parts 261 and 262).

B8.2.8 Fuel trucks/equipment performing pressurized/close circuit refueling must meet the deadman control/switch requirements of NFPA 407. For open port/splash refueling, the fuel flow control valve may be on the nozzle. Otherwise, the fuel control valve must be either at the tank outlet or a separate valve on the tank vehicle.

B8.2.9 Rapid/hot fueling operations shall not be performed unless requested and approved by the Government. Equipment used for rapid refueling/hot refueling must meet all equipment requirements detailed in NFPA 407 Section 5-21. Government personnel are not allowed in the safety zone while aircraft fueling operations are being accomplished. The Safety Zone is defined as within 50 feet of the aircraft refueling receptacle (See section B25.2.1).

B8.3 Filtering system.

B8.3.1 The fuel filtration system must be designed to withstand fuel system pressures and flow rates.

B8.3.2 The filter manufacturer’s operating, installation, and service manual must be carried in the fuel service vehicle. The Contractor is responsible for ensuring compliance with the provisions of this service manual.

B8.3.3 The aviation fuel filtration system must meet the following contamination removal limits or be certified compliant with EI 1581 Specifications and Qualifications Procedures for Aviation Jet Fuel Separators or EI Specification 1583 Laboratory Tests and Minimum Performance Levels for Aviation Fuel Filter Monitors. Contractors should consult with filter manufactures data to determine compatibility.

| Total Solids | 0.26 mg/litre (1.0 mg/U.S. gal) average 0.5 mg/litre (1.9 mg/U.S. gal) maximum |
| Appearance   | The effluent fuel shall be clear and bright                                    |
| Free Water   | 15 ppmv                                                                      |
| Media Migration | 10 fibres/litre                                                      |

B8.3.4 Jet fuel additives are not recommended with fuel filter vessels that comply with EI 1583 specifications. (Water absorbent materials are compromised). Follow Manufactures recommendations.

B8.3.5 Fuel filter vessels must be placarded indicating the filter changed date. Filters will be changed in accordance with manufacturer’s recommendations, including any differential pressure limitations, but at no greater interval than every 12 months.

B8.3.6 A differential pressure indicating system that samples the inlet and outlet pressures of the fuel filter vessel must be installed if recommended by fuel filter vessel manufacturer or on any fuel systems with an operating pressure of 25 psi or higher. Dual gauge installations must have a placard showing the max allowable differential pressure for their filter system. Analog gauges must be calibrated in one pound increments and compatible with maximum output pressure rating. Gauges that utilize RED/GREEN indications are acceptable if the colored indications meet the pressure guidelines contained in the manufacturer’s recommendations. All indicating systems must be viewable by the operator during the fueling operation.

B8.3.7 The filter vessel assembly must have a drain, and the assembly must be mounted to allow for sampling and pressure flushing of the unit. If installed, water sight gauge balls must be visible to the operator during the fueling operation.

B8.3.8 At least one spare filter media, spare gasket/packing, and other spare components of the fuel servicing vehicle filtering system must be stored in a clean, dry area in the fuel service vehicle.

B8.4 Markings

B8.4.1 Each vehicle must have NO SMOKING signs with letters that are a minimum of 3 inches high and that are visible from both sides and rear of the vehicle.

B8.4.2 Each vehicle must be conspicuously and legibly marked to indicate the fuel grade/type. The markings must be
SECTION B – TECHNICAL SPECIFICATIONS

on each side and the rear in letters at least 3 inches high on a
background of a sharply contrasting color such as Avgas by
grade or jet fuel by type. Examples are: Jet-A white-on-black
background or Avgas 100 white-on-green background.

PERSONNEL REQUIREMENTS

B9 Pilot Requirements and Authority

B9.1 The Contractor must furnish a pilot for each day the
aircraft is required to be available. The pilot must have the
authority to represent the Contractor in all matters except
changes in price and time, unless the Contracting Officer is
notified otherwise, in writing, prior to performance.

B9.1.1 For a pilot who has not been previously inspected and
approved by the DOI Office of Aviation Services or USDA
Forest Service, the Contractor will be required to provide a
signed statement that they have verified the pilot’s flight time
qualifications and experience. The Contracting Officer’s
Technical Representative (COTR) will provide the Contractor
a form to document this verification. This will be required
prior to pilot inspection by DOI Office of Aviation Services.

B10 Pilot Qualifications

B10.1 General.

Pilot flight hours will be verified from a certified pilot log.
Further verification of flight hours may be required at the
COTR’s discretion.

B10.2 Minimum qualifications.

The Contractor must provide a pilot(s) who meets the
following minimum qualifications and who possesses the
required certificates or evidence of having satisfactorily
passed the evaluations for the required tasks:

B10.2.1 An FAA commercial pilot certificate or higher, with
a rotorcraft-helicopter rating.

B10.2.2 A minimum of a current second-class medical
certificate, issued in accordance with 14 CFR Part 67.

B10.2.3 An FAA competency check completed in accordance
with 14 CFR Part 135.293 in the same make and model as the
contract aircraft.

B10.2.4 An agency flight evaluation, to be flown at the
COTR’s discretion in the same make and model as the
contract aircraft. The Contractor must supply the aircraft for
the flight evaluation, at no expense to the Government.

B10.2.5 Proficient operation of all equipment identified in
Section B (e.g., GPS, FM Radio, etc.) The agencies may
require pilots to demonstrate this proficiency during an
evaluation flight.

B10.2.6 Required for Program Items 4, 5, 6 and 8 and if
offered for other Program Items in Section A. Precise
placement of externally carried cargo where requested,
regardless of the cable length (as specified in Section B),
while operating within the helicopter’s capability. It is the
Contractor’s responsibility to verify a pilot’s vertical
reference external load experience and proficiency. The
COTR will provide the Contractor a form to document this
experience and proficiency. This will be required annually
prior to pilot inspection by DOI Office of Aviation Services.
Pilots must provide written evidence of their qualifications for
transporting external loads appropriate to the Contractor’s 14
CFR Part 133 certification.

<table>
<thead>
<tr>
<th>B10.2.7 Minimum PIC time accumulated as follows:</th>
</tr>
</thead>
<tbody>
<tr>
<td>(a) 1,500 hours… in helicopters.</td>
</tr>
<tr>
<td>(b) 100 hours . . . in helicopters in the last 12 months.</td>
</tr>
<tr>
<td>(c) 100 hours . . . in the weight class of the helicopter offered.</td>
</tr>
<tr>
<td>(d) 100 hours . . . in turbine engine helicopters if turbine</td>
</tr>
<tr>
<td>engine helicopter offered in Section A.</td>
</tr>
<tr>
<td>(e) 200 hours . . . in reciprocating engine helicopters if</td>
</tr>
<tr>
<td>reciprocating engine helicopter offered in Section A.</td>
</tr>
<tr>
<td>(f) 10 hours . . . in the same make, model, and series as the</td>
</tr>
<tr>
<td>contract helicopter in the last 12 months.</td>
</tr>
<tr>
<td>(g) Last 90 days . . . Compliance with 14 CFR 61.57 or</td>
</tr>
<tr>
<td>135.247 as appropriate.</td>
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<tr>
<td>(h) 10 hours . . . in designated mountainous areas in the</td>
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<tr>
<td>same make and model as the contract helicopter. (See the</td>
</tr>
<tr>
<td>Helicopter Like Makes and Models Exhibit 9.)</td>
</tr>
<tr>
<td>(i) 200 hours . . . Total mountain flight hours. Defined as</td>
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<tr>
<td>experience in operating helicopters in mountainous terrain as</td>
</tr>
<tr>
<td>identified in 14 CFR 95 Subpart B – Designated</td>
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<tr>
<td>Mountainous Area. Operating includes maneuvering and</td>
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<tr>
<td>numerous takeoffs and landings to ridgelines, pinnacles, and</td>
</tr>
<tr>
<td>confined areas.</td>
</tr>
<tr>
<td>(j) 200 hours . . . Pilot-in-command (PIC) in category in low-</td>
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<tr>
<td>level operations including 10 hours over typical terrain</td>
</tr>
<tr>
<td>within the last 12 months.</td>
</tr>
<tr>
<td>(k) 10 hours . . . Total longline vertical reference (VTR)</td>
</tr>
<tr>
<td>flight hours to include a minimum of 2 hours of VTR training</td>
</tr>
<tr>
<td>within the last 12 months. Note: Required for Program</td>
</tr>
<tr>
<td>Items 1, 2, 3 and 7</td>
</tr>
</tbody>
</table>

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20
B10.2.8 Additional qualifications and/or PIC
requirements specific for each program item as follows:

<table>
<thead>
<tr>
<th>B10.2.8.1 Program Item 2 (Classification):</th>
<th>40 hours of “Animal Classification” as defined in section A-1 or 10 hours of ACETA training conducted by approved ACETA training pilot.</th>
</tr>
</thead>
<tbody>
<tr>
<td>B10.2.8.2 Program Item 3 (Herding):</td>
<td>50 hours in classification, aerial animal herding, eradication, darting/marketing, trapping or a combination thereof or 25 hours of ACETA training conducted by approved ACETA training pilot</td>
</tr>
<tr>
<td>B10.2.8.3 Program Item 4 (Eradication/Darting above 50ft AGL):</td>
<td>50 hours in classification, aerial animal herding, eradication, darting/marketing, trapping, net gunning or a combination thereof or 25 hours of ACETA training conducted by approved ACETA training pilot</td>
</tr>
<tr>
<td>B10.2.8.4 Program Item 5 (Marking/Darting below 50 ft AGL):</td>
<td>100 hours in aerial animal herding, eradication, or 50 hours marking/darting, trapping, net gunning or a combination thereof or 25 hours of ACETA training in Marking/Darting (below 50 ft. AGL) conducted by approved ACETA training pilot</td>
</tr>
<tr>
<td>B10.2.8.5 Program Item 6 (Trapping):</td>
<td>100 hours in aerial animal herding, eradication, or 50 hours darting/marketing, trapping, or net gunning or a combination thereof or 25 hours of ACETA training in trapping conducted by approved ACETA training pilot</td>
</tr>
<tr>
<td>B10.2.8.6 Program Item 7 (WH &amp; B Trapping):</td>
<td>For wild horse and burro operations conducted under program item 7 pilots must have 300 hours PIC on aerial animal herding, eradication, marking, drive netting, or trapping missions or a combination. 50 of these hours must have been within the previous 2 years. Additionally, 75 of the 300 PIC hours must have been while trapping wild horses/burros.</td>
</tr>
<tr>
<td>B10.2.8.7 Program Item 8 (Net Gunning):</td>
<td>150 hours in aerial wildlife operations conducting marking, eradication, darting, or net gunning.</td>
</tr>
<tr>
<td>(a) 50 of these hours PIC must have been in aerial live capture of wildlife utilizing net gunning and/or darting. The above 50-hour PIC requirement may be reduced to 25 hours PIC if the pilot provides evidence of satisfactory completion of a net gun manufacturer's training school.</td>
<td></td>
</tr>
<tr>
<td>B10.2.8.8 Program Items 4, 5, 6 and 8:</td>
<td>Pilots must be qualified for STEP and Classes A and B external load operations.</td>
</tr>
</tbody>
</table>

B10.3 ACETA Pilot Training Option

The Contractor may submit a written request to the Contracting Officer justifying the need to exercise the option to train an additional pilot in ACETA operations. If the Government concurs, the Contractor may designate a highly experienced approved ACETA pilot as a “Pilot Trainer” for the purposes of training a second pilot who does not currently meet the special pilot requirements in B10.2.8. The second pilot will be designated as a “Trainee” pilot. This option allows for training of the second pilot in capture techniques for which the Pilot Trainer is approved. The designated Pilot Trainer and “Trainee” pilot must be specifically approved as such by the COTR prior to conducting any training operation. The Pilot Trainer must remain pilot-in-command (PIC) at all times. However, the flight time accumulated by the “Trainee” while sole manipulator of the controls may be used to meet the special pilot PIC experience requirements in B10.2.8.

B10.3.1.1 Qualified for 3 years as a DOI approved ACETA pilot.

B10.3.1.2 500 hours PIC in ACETA operations

B10.3.1.3 75 hours PIC in the specific ACETA mission for which training is to be conducted.

B10.3.1.4 Hold a current Certified Flight Instructor Certificate with a Rotorcraft-Helicopter rating.

B10.3.2 ACETA “Trainee” pilot must meet all the minimum qualifications set forth in B10 with the exception of additional pilot requirements specified in B10.2.8.

B10.4 WHB gathering and capture pilot training option.

The Contractor may submit a written request to the Contracting Officer justifying the need to exercise the option to train an additional pilot in WHB capture operations. If the Government concurs, the Contractor may designate a highly experienced, approved WHB gathering and capture pilot as a “pilot trainer” for the purposes of training a second pilot who does not currently meet the special pilot requirements in B10.2.8. The second pilot will be designated as a “trainee” pilot. This option allows for training of the second pilot in capture techniques for which the pilot trainer is approved. The designated pilot trainer and trainee pilot must be specifically approved as such by the Contracting Officer’s Technical Representative prior to conducting any training operation. The pilot trainer must remain pilot-in-command (PIC) at all times. However, the flight time accumulated by the trainee
while sole manipulator of the controls may be used to meet the special pilot PIC experience requirements in B10.2.8.

B10.4.1 The WHB gathering and capture pilot trainer must have the following minimum qualifications:

B10.4.1.1 Qualified for 3 years as a DOI-approved WHB gathering and capture pilot.

B10.4.1.2 500 hours PIC in WHB gathering and capture operations.

B10.4.1.3 Reserved.

B10.4.1.4 Hold a current Certified Flight Instructor certificate with a rotorcraft-helicopter rating.

B10.4.2 The WHB gathering and capture trainee pilot must meet all the minimum qualifications set forth in B10 with the exception of additional pilot requirements specified in B10.2.8.

B11 Personnel Duty Limitations

The Contractor must monitor and remove from duty any personnel for fatigue or other causes before they reach their daily duty or flight limitations.

B12 Flight Crewmembers’ Duty and Flight Limitations

B12.1 Assigned duty of any kind must not exceed 14 hours in any 24-hour period. “Duty” includes flight time, ground duty of any kind, and standby. Local travel up to a maximum of 30 minutes each way between the worksite and place of lodging will not be considered duty time. Flight crewmembers must be subject to the following duty hour limitations:

B12.1.1 A maximum of 14 consecutive duty hours during any assigned duty period.

B12.1.1.1 The pilot must be given 2 calendar days of rest (off duty) within any 14 consecutive calendar days.

B12.1.1.2 The pilot must be given a minimum of 10 consecutive hours of rest (off duty), prior to any assigned duty period.

B12.2 Flight limitations.

B12.2.1 Each crewmember must report all flight time, regardless of how or where performed, except personal pleasure flying. Crewmembers and relief crewmembers reporting or duty may be required to furnish a record of all duty and/or flight time during the previous 14 days. This record will be used to administer flight and duty time limitations.

B12.2.2 Flight time to and from a duty station as a flight crewmember (commuting) must be reported and counted toward limitations if it is flown on a duty day. “Flight time” includes but is not limited to: military flight time; charter; flight instruction; 14 CFR Part 61.56 flight review; flight examinations by FAA designees; any flight time for which a flight crewmember is compensated; or any other flight time of a commercial nature, whether compensated or not.

B12.2.3 Pilot flight time computations will begin at liftoff and end at touchdown and will be computed from the flight hour meter installed in the aircraft.

B12.2.4 Flight crewmembers must be limited to the following restrictions which fall within their duty hour limitations:

B12.2.4.1 A maximum of 8 hours flight time during any assigned duty period.

B12.2.4.2 A maximum of 42 hours of flight time during any consecutive 6-day period. When a pilot acquires 36 or more flight hours in a consecutive 6-day period, he/she must be given the following one calendar day off duty for rest, after which a new 6-day cycle will begin.

B12.3 Exceptions. Federal agencies may issue a notice reducing one or more of the following: the assigned duty period, maximum flight hours, length of personnel duty days. The notice issued may also increase the number of days off and may be issued either for a specific geographic area or on an agency-wide basis.

B13 Mechanic Requirements

B13.1 The Contractor must provide, in addition to the pilot, a mechanic to service and inspect the contract aircraft. The mechanic does not need to remain at the designated base.

B14 Mechanic Qualifications

The Contractor may enter into a contract with a qualified mechanic or maintenance facility whose personnel meet the requirements set forth below. Details of the contract must be clarified with the Contracting Officer’s Technical Representative (COTR). The mechanic provided to support this contract must possess the required certificates and minimum qualifications shown below:

B14.1 A valid FAA mechanic certificate with airframe and power plant (A&P) ratings. The mechanic must have held the certificate or foreign equivalent certificate with both ratings for a period of 24 months.

B14.2 Been actively engaged in aircraft maintenance as a certificated mechanic for at least 18 months out of the 24 months immediately preceding the contract start date.
B14.3 Twelve months experience as an A&P mechanic or foreign equivalent certificate in maintaining helicopters (3 of those 12 months must have been in the 2 years immediately preceding the contract start date).

B14.4 Maintained a helicopter of the same make and model as the contract helicopter under "field" conditions for at least one full season. (A mechanic who has maintained the helicopter away from the Contractor's base of operations with minimal supervision for 3 months will meet this requirement.)

B14.5 Satisfactorily completed a manufacturer's maintenance course or an equivalent USDA Forest Service- or DOI Office of Aviation Services-approved Contractor's training program for the same make and model of contract helicopter or show evidence that he/she has 12 months' maintenance experience on a helicopter of the same make and model as the contract aircraft.

B14.6 The Contractor will provide the COTR or their designated representative with a completed OAS-41 Aircraft Maintenance Personnel, for each mechanic provided under paragraph B13. The form must be signed by the individual mechanic and a Contractor Representative (Director of Maintenance or higher) to indicate that the data listed has been verified from log books, employment records, etc.

B15 Mechanic Duty Limitations

Mechanics must not exceed the following duty time limitations:

B15.1 Within any 24-hour period, mechanics must have a minimum of 8 consecutive hours off duty immediately prior to the beginning of any duty day. Local travel up to a maximum of 30 minutes each way between the worksite and place of lodging will not be considered duty time.

B15.2 Mechanics must have 2 full days off duty during any 14-day period during the performance of this contract. Off duty days need not be consecutive.

B15.3 “Duty time” includes availability and work or alert status at any job site for which a mechanic is compensated, or any other time of a commercial nature whether compensated or not.

B15.4 The mechanic is responsible for keeping the Government apprised of his or her duty limitation status.

B15.5 Relief or substitute mechanics reporting for duty under any contract may be required to furnish a record of all duty time during the previous 14 days.

B16 Fuel Servicing Vehicle Driver Requirement and Qualifications

For each day the aircraft is required to be available, the Contractor must furnish a fuel servicing vehicle driver who meets all Department of Transportation (DOT) requirements for fuel vehicle drivers.

B17 Fuel Servicing Vehicle Driver Duty Limitations

B17.1 The Contractor must ensure that fuel servicing vehicle drivers comply with DOT Safety Regulations 49 CFR Parts 390-399, including duty limitations.

B17.2 The fuel servicing vehicle driver must have a minimum of 2 full calendar days of rest (off duty) during any 14-day period. Off duty days need not be consecutive.

B17.3 The fuel servicing vehicle driver must be responsible for keeping the Government apprised of his/her duty limitation status.

B17.4 Relief or substitute fuel servicing vehicle drivers reporting for duty may be required to furnish a record of all DOT duty time during the previous 14 days.

B18 Gunners, Animal Handlers and Veterinary Services

(Applicable to Program Items 4B, 5B and 8B only.)

B18.1 If offered by the Contractor and ordered by the Government, the following must be provided: all capture personnel involved in actual flight operations must be trained for STEP landing operations in accordance with the Contractor’s plan required in B20.5.

B18.2 Contractor-provided gunners. The Contractor is responsible for ensuring contractor-provided gunner(s) have been adequately trained and are proficient in aerial gunning, darting, or net gunning operations.

B18.3 Contractor-provided animal handler(s). It is the Contractor’s responsibility to ensure contractor-provided animal handler(s) are trained and knowledgeable about the handling of a variety of wildlife and processes that may be used to tag, collar, or sample the animals.

B18.4 Contractor-provided Veterinary Services. It is the Contractor’s responsibility to ensure additional contractor-provided veterinary support are trained and knowledgeable about the handling of a variety of wildlife and processes that may be used to tag, collar, or sample the animals.

OPERATIONS

B19 Pilot Authority and Responsibility

The Contractor must ensure that the pilot is responsible for: (1) operating the aircraft within its operating limits, (2) the
safety of the aircraft, (3) its occupants, and (4) the cargo. The contract pilot:

B19.1 Must have the authority to represent the Contractor in all matters except changes in price and time unless the CO is notified otherwise, in writing, prior to performance. The pilot must be familiar with the contract and all applicable task orders assigned to this contract and must be able to provide the contract and/or task order information to the project inspector (PI) or manager as requested.

B19.2 Must comply with Government directions, except, when in the pilot’s judgment, such compliance would violate Federal or State regulations or contract terms and conditions. The pilot has final authority to determine whether the flight can be accomplished safely and must refuse any flight or landing which is considered hazardous or unsafe.

B19.3 Must not permit any passenger to ride in the aircraft or any cargo to be loaded therein unless authorized by the COR or their authorized representative.

B19.4 Must be responsible for computing the aircraft’s weight and balance for all flights and for ensuring that the gross weight and center of gravity do not exceed the aircraft’s limitations. The pilot must also properly secure all cargo. When required by the Government, the pilot must utilize the Standard Interagency Load Calculation Method and its form. A sample of the form and the Fuel Consumption and Weight Reduction Chart are included in (See Exhibit 2).

B19.5 Pilots without FAA airframe and power plant (A&P) certifications are authorized to perform only the preventative maintenance tasks detailed under 14 CFR 43 Appendix A. Section (c) provided they have been properly trained under the direct supervision of an appropriately rated mechanic and designated in writing by the Contractor as proficient in each task to be performed. Pilots will have this documentation available for review by government representatives. Pilots performing preventative maintenance shall have current maintenance manuals available and make logbook entries that document their work was performed in accordance with 14 CFR 43.9.

B19.5.1 When the aircraft is not available due to required unscheduled maintenance, a pilot may function as a mechanic only if they meet the requirements of paragraph B14 or if they are performing preventative maintenance in accordance with 14 CFR 43.3.

B19.5.2 Any time during which the pilot is engaged in mechanic duties performing unscheduled maintenance, or as a pilot performing preventative maintenance, will apply against the pilot’s duty day limitations. All time in excess of 2 hours (not necessarily consecutive) must also apply against the pilot’s flight limitations. After 2 hours, every hour spent as a mechanic, or a pilot performing preventative maintenance, will be applied against pilot flight time limitation one to one.

B19.5.3 Only a certificated mechanic (holding an airframe and powerplant rating) may perform scheduled maintenance and inspections. The primary or relief pilot on duty as a pilot must not perform scheduled maintenance and inspections.

B19.6 The government may request the pilot perform the following operations under field conditions:

a. If offered, remove and/or install emergency litter kit
b. Remove and/or install helicopter doors
c. Remove and/or install aircraft seats
d. Remove and/or install cargo baskets
e. Install dual controls

NOTE: These operations will only be performed by the pilot if allowed by the applicable STC and/or by the company’s FAA-approve training program and operations specifications. Pilot qualification to perform these tasks must be documented IAW para B19.5 above.

B20 Flight Operations

Regardless of any status as a public aircraft operation, the Contractor must operate in accordance with their approved FAA operations specifications and all portions of 14 CFR Part 91 (including those portions applicable to civil aircraft) and each certification required under Section B2 unless otherwise authorized by the Contracting Officer. The Contract must ensure that all personnel operate in compliance with the following requirements:

B20.1 Manifesting. The PIC must ensure that a manifest of all crewmembers and passengers on board has been completed and that a copy of this manifest remains at the point of initial departure. Manifest changes must be left at subsequent points of departure when practicable. A single manifest of all passengers involved may be left with an appropriate person in those instances when multiple short flights will be made within a specific geographical area and will involve frequent changes of passengers.

B20.2 Passenger/crewmember briefings. Before each takeoff, the PIC must ensure that all passengers have been briefed in accordance with 14 CFR Part 135 and must include items in B20.2.1 as applicable. Briefings for short flights do not need to be repeated unless new passengers come aboard. The briefing also must describe the location/use of the following:

a. Emergency locator transmitter.
b. First aid and survival kits.
c. Personal protective equipment.

c. Personal protective equipment.

B20.2.1 ACETA briefings. Contractor (and Government, if involved) personnel must perform an ACETA briefing each day that ACETA operations are contemplated. This briefing

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must include discussion of communications, safety concerns, and a walk through of the planned capture on the ground. The walk-through trial must be a mockup of the planned mission and must be performed with all personnel who will be involved in the mission. This briefing must also include information about the specific firearm, dart gun/net gun, or other capture device/method being used. If a net gun is utilized, a discussion must include the appropriate safety and operational protocol. If a tranquilizer/dart-gun is to be used, the discussion must include the mission flight profile, drug(s) to be used, signs and symptoms of accidental exposure to that drug and appropriate ANTAGONIST (Reversal) administration protocol, including access to the ANTAGONIST (Reversal). The briefing must also include appropriate handling and containment of all sharps involved in the capture or processing of captured animals. The briefing must address the placement, security and use of the sharps container.

Note: If additional personnel are added during the course of a day, another complete briefing must be performed to include another walk-through capture.

B20.3 Dual controls must be removed and/or deactivated prior to contract performance except when a trainee pilot is flying under the supervision of a trainer pilot in accordance with paragraph B10-3 and B20-12. The pilot must brief passengers to remain clear of the flight controls at all times.

B20.4 Restrictions while carrying weapons. (Program Items 4, 5, and 8 only.) The designated gunner may carry aboard the aircraft and operate appropriate weapon(s) for accomplishment of the mission. The weapon must not be loaded or cocked (bolt closed) unless the muzzle is outside of and pointed away from the aircraft.

B20.5 STEP landings. (Program Items 4, 5 and 8 only.) Single-skid, toe-in, hover exit/entry procedure (STEP) landings are authorized only during actual animal capture operations. These techniques must not be used as standard protocol during other operations.

B20.5.1 The Contractor must have an established training program relative to STEP landings. The training program must include a procedure that identifies and tracks those individuals who have been trained; if requested, this information will be made available to the Government. Pilots must receive approval by the Contracting Officer’s Technical Representative (COTR) Office of Aviation Services (OAS) prior to performing STEP landings.

B20.5.2 For Government-provided services. Those Government personnel designated to take part in STEP landing operations will train with the Contractor’s pilot(s) in advance of actual ACETA/WHB operations to ensure common understanding of STEP landing procedures.

B20.6 Day/night use. Helicopters must be limited to flight during daylight hours and under VFR conditions only. Daylight hours are defined as from 30 minutes before official sunrise to 30 minutes after official sunset; or, in Alaska, during extended twilight hours when terrain features can be readily distinguished from a distance of at least one mile.

B20.7 Flight plans. Pilots must file and operate on an FAA, Civil Aviation Organization (ICAO), or a DOI bureau flight plan. Contractor flight plans are not acceptable. Flight plans must be filed prior to takeoff when possible.

B20.8 Flight following. Pilots are responsible for flight following with the FAA, ICAO, and/or in accordance with the DOI bureau’s approved flight following procedures. Check-in intervals must not exceed one-hour intervals under normal circumstances.

B20.9 Flights with doors open or removed. The Government may ask the pilot to fly aircraft with any door(s) removed or opened (sliding doors). The aircraft external registration number must be displayed in a way that it is not compromised by this requirement. The pilot must be responsible for removing and securing the doors.

B20.10 Smoking will not be allowed in the aircraft.

B20.11 The pilot must remain at the flight controls while rotors are turning with the following exception. For post-flight procedures and/or preventative maintenance purposes only and after engine(s) have been shut down, the pilot may exit the aircraft while the rotor(s) are turning, if the rotorcraft flight manual allows and if the pilot remains within the arc of the rotor(s). The pilot must coordinate this action with the helicopter manager prior to exiting the aircraft. Passengers must not be on board or inside the arc of the rotor(s) when the pilot exits the aircraft.

B20.12 Optional ACETA Pilot Training Operations

Use of a trainee pilot, on any ACETA project, must be requested in advance of the flight by the Contractor and approved by the Government.

B20.12.1 The approved “Pilot Trainer” must be onboard for all training flights and will be responsible for safety and training.

B20.12.2 The “Trainee” pilot must remain at the controls during all phases of the flight training and must not to be utilized to assist as an animal handler while the aircraft is configured with dual controls installed.

B20.12.3 No government personnel are allowed on board during the training of the second (trainee) pilot.

B20.12.4 Training of the second pilot must be discontinued when requested by the government due to concerns over
animal welfare or when the training is having a substantial negative impact on project completion.

B21 Security of Aircraft and Equipment

The Contractor will be responsible at all times for the security of their aircraft, vehicles, and associated equipment.

B21.1 Physical security. Any aircraft used under this contract will be physically secured and disabled via a dual-lock method whenever the aircraft is unattended. Any combination of two different antitheft devices designed to lock aircraft flight control surfaces when not in use, or designed to secure an aircraft to the ground, is acceptable, provided they are appropriate for the aircraft. Operational environments and personnel safety must be considered when selecting the locking devices and methods to be used.

B21.1.1 Removal and/or disabling of locking devices and methods must be incorporated into preflight checklists to prevent accidental damage to the aircraft. The devices must be installed in a manner which precludes their inadvertent interference with in-flight operations.

B21.1.2 Using other means of securing or disabling an aircraft is acceptable, provided it achieves a level of security equal to or greater than the following example locking devices and methods:

- Keyed mageto
- Keyed starter switch
- Keyed master power switch
- Hidden battery cutoff switches
- Hidden start relay switches
- Throttle/power lever lock
- Mixture/fuel lever lock
- Locking fuel cutoff
- Locking tie down cable

Unacceptable locking devices and methods are:

- Locking aircraft doors
- Fenced or gated parking area

B22 Personal Protective Equipment (PPE) for Flight Operations

The Contractor must provide and require personnel to wear PPE for flight operations. The following PPE must be operable and maintained in accordance with the manufacturer’s instructions throughout contract performance.

B22.1 A one-piece hard-shell flight helmet made of polycarbonate, Kevlar, carbon fiber, or fiberglass that must cover the top, sides (including the temple area and to below the ears), and the rear of the head. Flight helmets must be clean, properly adjusted, maintained in accordance with the manufacturer's specifications, and compatible with the required avionics. Chinstraps are required on all flight helmets and must be properly adjusted and fastened.

B22.1.1 Flight helmets currently approved for helicopter applications are the SPH-5, HGU-84P, SPH-4B and HGU-56P manufactured by Gentex, the Alpha 200, Alpha 400 and Alpha Eagle (900) manufactured by Interactive Safety Products, and the MSA Gallet LH050 (single inner visor), LH150 (single outer visor) and LH250 (dual visor--one inner and one outer), use of military approved helmets is highly encouraged.

Note: Helmets designed for use in fixed-wing aircraft do not provide adequate protection for helicopter occupants and are not approved for helicopter use.

B22.2 Fire resistant clothing consisting of:

B22.2.1 Long-sleeved shirt and trousers (or long-sleeved flight suit) made of fire resistant polyamide or aramid material or equal. The shirt, trousers, boots, and gloves must overlap to prevent exposure to flash burns. Clothing must contain labels identifying the material either by brand name or mil spec.

B22.2.2 Garments worn over the Nomex flight suit, such as coats, bib pants, and coveralls are acceptable and shall also be made of Nomex or other fire resistant material. Outerwear garments made from natural fibers such as leather, cotton, wool, or wool, cotton blends are acceptable substitutes. Materials with low temperature melting characteristics such as synthetics (nylon, Dacron, polyester, etc.) and synthetic blends shall not be worn except as allowed under B22.2.6.1.

B22.2.3 Underwear, socks, and clothing worn under the flight suit and next to the skin will be made of Nomex or natural fibers such as cotton or wool. Materials with low temperature melting characteristics such as synthetics are not approved.

B22.2.4 Boots with tops which must extend above the ankle and must be constructed so that metal parts, such as shoestring eyes or zippers, do not contact the wearer’s skin. Non-leather boots must be flight approved in accordance with U.S. Military standards for aviation use. During cold weather, insulated boots are acceptable.

B22.2.5 Leather or polyamide or aramid gloves.

B22.2.6 Leather or Fire Resistant Clothing Option

NOTE: The Government recognizes that during cold weather ACETA operations, the risks associated with chill, hypothermia, and frost bite, may outweigh that of aircraft fire. Based upon this, the Contractor may assess this risk and provide a written letter declaring the Contractor’s intent to deviate from the above PPE standards during defined ACETA operations. See Paragraph C4.6.1.5 for specific instructions.
B22.2.6.1 Deviation may only be exercised during open door operations where the ambient temperature is 50 degrees Fahrenheit or less. If government personnel are on board, the pilot must still comply with paragraphs B22.2.1, B22.2.3 and B22.2.5.

B22.2.6.2 Other contract mission personnel (e.g., gunners and handlers) are permitted under this deviation to wear clothing designed for strenuous physical activities in extreme cold and wet weather conditions.

B22.3 Gunner Safety Harnesses. (Program Items 4, 5, and 8.) An adjustable full-body harness, including knife must be provided by the Contractor that meets the requirements of the American National Standards Institute (ANSI). A safety strap must be attached to the aircraft in a manner that meets the requirement of 29 CFR 1926.502(e) (2).

B22.3.1 The harness is a secondary fall restraint device and utilized with the seatbelt to assist in proper positioning. It is not to be used in lieu of seatbelts and shoulder harness for takeoff and landing. The gunner safety harness and seatbelt, with appropriate seatbelt extension if necessary, must be used when doors are removed from the helicopter. The seat belt extension will be utilized when the aircraft installed seat belt does not provide enough adjustment to allow the gunner to established correct shooting position. The gunner’s safety harness will not be required if the helicopter is equipped with an OAS-approved shooting door. The seatbelt is still mandatory.

B23 Personal Protective Equipment (PPE) for Ground Operations

B23.1 While within the safety circle of an operating helicopter, all personnel will wear the following PPE:

B23.1.1 Shirt with sleeves overlapping gloves, pants with legs overlapping boots, hard hat or flight helmet with chinstrap fastened, and hearing and eye protection. Note: Maintenance personnel working on a running aircraft are exempt from glove and hardhat requirements.

B23.1.2 Fuel service vehicle operators must wear non-static (example: cotton/natural fiber) clothing and gloves.

B24 Exemption for Transportation of Hazardous Materials

B24.1 The Contractor may be required to transport hazardous materials. Such transportation must be in accordance with 49 CFR, Department of Transportation Special Permit DOT-SP-9198, and the DOI/USDA Forest Service Interagency Aviation Transport of Hazardous Materials Handbook/Guide.

B24.2 A copy (digital or paper) of the current special permit, DOI handbook, and DOT Emergency Response Guidebook must be carried aboard each aircraft transporting hazardous materials.

B24.3 The Contractor must ensure that each employee who may perform a function subject to this DOT Special Permit receives required training which can only be satisfied by completing Interagency Aviation Training module A-110, Aviation Transportation of Hazardous Materials. The training must be current and can be completed online at http://www.iat.gov. The Contractor must document this training in the employee’s records and make it available to the Government when requested.

Note: The DOT special permit and the DOI handbook are available online at https://www.doi.gov/aviation/library/guides. The Contractor is responsible for obtaining the DOT Emergency Response Guidebook.

B25 Fuel and Servicing Requirements

B25.1 General

B25.1.1 The Contractor must supply all fuel and lubricating oils required to operate all equipment during the contract period. All fuel must be commercial (or military) grade aviation fuel approved for use by the airframe and engine manufacturer. Only fuels meeting American Society for Testing and Material (ASTM) or military specifications are authorized for use. ASTM D-1655 (Jet A, A-1, or B), Mil T-5624 (JP-4, JP-8, JP-5). Contractors must ensure that bulk fuel obtained directly from distributors meets these same specifications. The Contractor must keep all fuel delivery records through the entire contract period.

B25.2 Fueling Operations

B25.2.1 Open port rapid refueling is required on this contract when requested by the Government. The Contractor must have rapid refueling procedures incorporated in their operating specifications. The specific Rapid Refueling requirements contained in NFPA 407 Aircraft Fuel Servicing, paragraph 5-21 must be adhered to. Fuel servicing equipment must have a deadman control device meeting NFPA 407 (paragraph 3.3.13) requirements. Government personnel shall not be on board the aircraft during rapid refueling operations despite provisions contained in NFPA 407 paragraph 5-21.2 (2).

B25.2.2 The NFPA fuel-handling handbook must be used as a guide. Copies of NFPA 407: Aircraft Fuel Servicing can be obtained from the National Fire Protection Association, Batterymarch Park, Quincy, MA 02269.

B25.2.3 Government personnel will not be involved with refueling of contract aircraft, unless the pilot has determined that it is an absolute necessity due to an emergency situation.
B25.2.4 Smoking is prohibited within 50 feet of the aircraft and fuel servicing vehicles and portable fuel servicing systems.

AIRCRAFT MAINTENANCE REQUIREMENTS

B26 General - Maintenance

The Contractor must ensure that the aircraft and all required equipment are operated maintained in accordance with the original equipment manufacturers (OEM) or approved STC holder’s current maintenance instructions including appliances, emergency equipment, and all instructions for continued airworthiness (ICA’s).

B27 Airworthiness Directives (AD’s) and Manufacturer's Mandatory Service Bulletins (MMSB’s)

B27.1 The Contractor must comply with MMSBs and FAA ADs before and during contract performance.

B27.2 The Contractor must provide and make available a list of “issued” MMSBs and FAA ADs identifying all those that are applicable and non-applicable to the contract aircraft in the format shown in AC 43-9C, Appendix 1, complete with authorized signature, certificate, type and number. This list must include all accessories and equipment installed in each aircraft offered. Signatures of persons verifying accuracy of the list is required.

B28 Manuals/Records

B28.1 The Contractor must ensure that all contract aircraft maintenance is recorded in accordance with 14 CFR Parts 43, 91, and 135 (reference 14 CFR Parts 43.9, 43.11, 91.417, and 135.439) and that a copy of the aircraft's record is kept with the aircraft. Electronic copies of manuals and records are acceptable.

B28.2 If requested by the Government, the Contractor must furnish to the Contracting Officer’s Technical Representative (COTR) a copy of the Contractor's procedures manuals, as outlined in 14 CFR Part 135.21, along with any revisions made during the contract period.

B28.3 Before the start date of the contract, the Contractor must ensure that all maintenance deficiencies have been corrected or deferred in accordance with the operator's accepted/approved maintenance program. Deferred discrepancies will be evaluated and the aircraft approved for contract use on a case-by-case basis. The Contractor must correct deficiencies that occur during contract performance in accordance with the appropriate Federal Aviation Regulations (FAR) or the approved maintenance program.

B29 Maintenance

B29.1 All maintenance, including inspection, rebuilding, alteration, and installation must be accomplished by a person authorized to perform maintenance in accordance with 14 CFR Part 43.

B29.2 The Contractor must ensure that a mechanic who meets the contract qualification requirements of paragraph B14 inspects the contract helicopter in accordance with the procedures outlined in the operator’s FAA-approved/accepted maintenance program. Aircraft time-in-service must be recorded.

B29.3 All aircraft maintenance log book entries shall include the title of the current maintenance publication, chapter, page and paragraph that were referenced to perform any installation, overhaul, major repair, or replacement of any engine, power train, rotor system, or flight control system. Adherence to this requirement shall begin the date of contract award and continue through the duration of the contract.

B29.4 Routine/preventative maintenance must be performed before or after the Government’s scheduled daily use period or as approved by the Contracting Officer’s Representative (COR).

B29.5 The cargo hook must be maintained in accordance with the manufacturer’s operating and maintenance instructions. If there is no hook manufacturers recommended maintenance and overhaul program, completely disassemble, inspect, repair as required, lubricate, and perform a full-load operational check every 24 calendar months. All cargo hook maintenance inspections and repair must be documented.

B29.6 The fire extinguisher must be maintained in accordance with NFPA 10: Standards for Portable Fire Extinguishers, or the Contractor’s 135 operations manual.

B30 Maintenance Test Flight

B30.1 The Contractor must, at their own expense, perform a functional maintenance check flight following installation, overhaul, major repair, or replacement of any engine, power train, rotor system, flight control system, or when requested by the Contracting Officer (CO). This must be accomplished before the aircraft resumes service under the contract.

B30.2 The Contractor must immediately notify the COR and COTR of any change to any engine, power train, flight control or major airframe component or of any major repair following an incident or accident and must describe the circumstances involved.
B31 Time Between Overhaul (TBO) and Life-Limited Parts

B31.1 All components, including engines, must be replaced upon reaching the factory-recommended TBO or FAA-approved extension. Life-limited parts must be replaced at the specified time-in-service hours or cycles.

B31.2 Aircraft operated with components or accessories on approved TBO extension programs are acceptable provided (1) the Contractor is the holder of the approved extension authorization (not the owner if the aircraft is leased) and (2) the Contractor operates in accordance with the extension authorization.

B31.3 The Contractor must supply, at the time of the initial agency inspection, a list of all items installed on the aircraft that are required to be overhauled or replaced on a specified time basis. This list must include the component’s name, part number, serial number, total time, service life (or inspection/overhaul time interval), and time and date when the component was overhauled, replaced, or inspected.

B32 Weight and Balance

B32.1 The aircraft’s required weight and balance data must be determined by actual weighing of the aircraft within 24 calendar months preceding the starting date of the contract, or renewal period, and following any major repair or major alteration or change to the equipment list which significantly affects the center of gravity of the aircraft.

B32.2 All aircraft must be weighed on scales that have been certified as accurate within the preceding 24 calendar months. Any accredited weights and measures laboratory may serve as the certifying agency.

B32.3 The Contractor must compile a list of equipment installed in the aircraft at the time of weighing. Each page of the equipment list must identify the specific aircraft by its serial and registration numbers and must be dated to indicate the last date of weighing or computation. Items which may be easily removed or installed for aircraft configuration changes (seats, doors, radios, cargo hook, baskets, special mission equipment, etc.) must also be listed including the name, the weight and arm of each item. The weight and balance must be revised each time new equipment is installed or old equipment is removed. Weight and balance procedures under 14 CFR Parts 23.29 and 23.1589 are acceptable.

B33 Turbine Engine Power Assurance Checks

B33.1 On the first day of operation and no more than each 10 hours of operation thereafter, the Contractor must perform a power assurance check in accordance with the helicopter flight manual (pilot’s operating handbook) or approved company performance monitoring program. The results must be recorded and kept with the aircraft. Engines with power output below minimum approved limits must be removed from contract use until the condition is corrected.
SECTION C – CONTRACT TERMS AND CONDITIONS

C1 52.252-1 -- Solicitation Provisions Incorporated by Reference. (Feb 1998)

This solicitation incorporates one or more solicitation provisions by reference, with the same force and effect as if they were given in full text. Upon request, the Contracting Officer will make their full text available. The offeror is cautioned that the listed provisions may include blocks that must be completed by the offeror and submitted with its quotation or offer. In lieu of submitting the full text of those provisions, the offeror may identify the provision by paragraph identifier and provide the appropriate information with its quotation or offer. Also, the full text of a solicitation provision may be accessed electronically at this/these address(es): www.acquisition.gov.

Clauses and Provisions Incorporated By Reference

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C2 52.212-4 Contract Terms and Conditions – Commercial Items (MAY 2015) [Tailored Dec 2015]

(a) Inspection/Acceptance. The Contractor shall only tender for acceptance those items that conform to the requirements of this contract. The Government reserves the right to inspect or test any supplies or services that have been tendered for acceptance. The Government may require repair or replacement of nonconforming supplies or re-performance of nonconforming services at no increase in contract price. If repair/replacement or re-performance will not correct the defects or is not possible, the Government may seek an equitable price reduction or adequate consideration for acceptance of nonconforming supplies or services. The Government must exercise its post-acceptance rights

(1) within a reasonable time after the defect was discovered or should have been discovered; and

(2) before any substantial change occurs in the condition of the item, unless the change is due to the defect in the item.

(b) Assignment. The Contractor or its assignee's may assign its rights to receive payment due as a result of performance of this contract to a bank, trust company, or other financing institution, including any Federal lending agency in accordance with the Assignment of Claims Act (31 U.S.C. 3727). However, when a third party makes payment (e.g., use of the Governmentwide commercial purchase card), the Contractor may not assign its rights to receive payment under this contract.

(c) Changes. Changes in the terms and conditions of this contract may be made only by written agreement of the parties.

(d) Disputes. This contract is subject to 41 U.S.C. chapter 71, Contract Disputes. Failure of the parties to this contract to reach agreement on any request for equitable adjustment, claim, appeal or action arising under or relating to this contract shall be a dispute to be resolved in accordance with the clause at FAR 52.233-1, Disputes, which is incorporated herein by reference. The Contractor shall proceed diligently with performance of this contract, pending final resolution of any dispute arising under the contract.

(e) Definitions. The clause at FAR 52.202-1, Definitions, is incorporated herein by reference.

(f) Excusable delays. The Contractor shall be liable for default unless nonperformance is caused by an occurrence beyond the reasonable control of the Contractor and without its fault or negligence such as, acts of God or the public enemy, acts of the Government in either its sovereign or contractual capacity, fires, floods, epidemics, quarantine restrictions, strikes, unusually severe weather, and delays of common carriers. The Contractor shall notify the Contracting Officer in writing as soon as it is reasonably possible after the commencement of an excusable delay, setting forth the full particulars in connection therewith, shall remedy such occurrence with all reasonable dispatch, and shall promptly give written notice to the CO of the cessation of such occurrence.
**SECTIONS C – CONTRACT TERMS AND CONDITIONS**

(g) **Invoice.**

(1) The Contractor shall submit an original invoice and three copies (or electronic invoice, if authorized) to the address designated in the contract to receive invoices. An invoice must include—

(i) Name and address of the Contractor;
(ii) Invoice date and number;
(iii) Contract number, contract line item number and, if applicable, the order number;
(iv) Description, quantity, unit of measure, unit price and extended price of the items delivered;
(v) Shipping number and date of shipment, including the bill of lading number and weight of shipment if shipped on Government bill of lading;
(vi) Terms of any discount for prompt payment offered;
(vii) Name and address of official to whom payment is to be sent;
(viii) Name, title, and phone number of person to notify in event of defective invoice; and
(ix) Taxpayer Identification Number (TIN). The Contractor shall include its TIN on the invoice only if required elsewhere in this contract.

(x) **Electronic funds transfer (EFT) banking information.**

(A) The Contractor shall include EFT banking information on the invoice only if required elsewhere in this contract

(B) If EFT banking information is not required to be on the invoice, in order for the invoice to be a proper invoice, the Contractor shall have submitted correct EFT banking information in accordance with the applicable solicitation provision, contract clause (e.g., 52.232-33, Payment by Electronic Funds Transfer – System for Award Management, or 52.232-34, Payment by Electronic Funds Transfer – Other Than System for Award Management), or applicable agency procedures.

(C) EFT banking information is not required if the Government waived the requirement to pay by EFT.

(2) Invoices will be handled in accordance with the Prompt Payment Act (31 U.S.C. 3903) and Office of Management and Budget (OMB) prompt payment regulations at 5 CFR part 1315.

(h) **Patent indemnity.** The Contractor shall indemnify the Government and its officers, employees and agents against liability, including costs, for actual or alleged direct or contributory infringement of, or inducement to infringe, any United States or foreign patent, trademark or copyright, arising out of the performance of this contract, provided the Contractor is reasonably notified of such claims and proceedings.

(i) **Payment.**

(1) **Items accepted.** Payment shall be made for items accepted by the Government that have been delivered to the delivery destinations set forth in this contract.

(2) **Prompt Payment.** The Government will make payment in accordance with the Prompt Payment Act (31 U.S.C. 3903) and prompt payment regulations at 5 CFR part 1315.

(3) **Electronic funds transfer (EFT).** If the Government makes payment by EFT, see 52.212-5(b) for the appropriate EFT clause.

(4) **Discount.** In connection with any discount offered for early payment, time shall be computed from the date of the invoice. For the purpose of computing the discount earned, payment shall be considered to have been made on the date which appears on the payment check or the specified payment date if an electronic funds transfer payment is made.

(5) **Overpayments.** If the Contractor becomes aware of a duplicate contract financing or invoice payment or that the Government has otherwise overpaid on a contract financing or invoice payment, the Contractor shall --

(i) Remit the overpayment amount to the payment office cited in the contract along with a description of the overpayment including the-

(A) Circumstances of the overpayment (e.g., duplicate payment, erroneous payment, liquidation errors, date(s) of overpayment);

(B) Affected contract number and delivery order number, if applicable;

(C) Affected contract line item or subline item, if applicable; and

(D) Contractor point of contact.

(ii) Provide a copy of the remittance and supporting documentation to the Contracting Officer.

(6) **Interest.**

(i) All amounts that become payable by the Contractor to the Government under this contract shall bear simple interest from the date due until paid unless paid within 30 days of becoming due. The interest rate shall be the interest rate established by the Secretary of the Treasury as provided in 41 U.S.C. 7109, which is applicable to the period in which the amount becomes due, as provided in (i)(6)(V) of this clause, and then at the rate applicable for each six-month period as fixed by the Secretary until the amount is paid.

(ii) The Government may issue a demand for payment to the Contractor upon finding a debt is due under the contract.

(iii) **Final decisions.** The Contracting Officer will issue a final decision as required by 33.211 if—

(A) The Contracting Officer and the Contractor are unable to reach agreement on the existence or amount of a debt within 30 days;

(B) The Contractor fails to liquidate a debt previously specified in the demand for payment unless the amounts were not repaid because the Contractor has requested an installment payment agreement; or

(C) The Contractor requests a deferment of collection on a debt previously demanded by the Contracting Officer (see 32.607-2).

(iv) If a demand for payment was previously issued for the debt, the demand for payment included in the final decision shall identify the same due date as the original demand for payment.

(v) Amounts shall be due at the earliest of the following dates:

(A) The date fixed under this contract.
(B) The date of the first written demand for payment, including any demand for payment resulting from a default termination.

(vi) The interest charge shall be computed for the actual number of calendar days involved beginning on the due date and ending on—

(A) The date on which the designated office receives payment from the Contractor;

(B) The date of issuance of a Government check to the Contractor from which an amount otherwise payable has been withheld as a credit against the contract debt; or

(C) The date on which an amount withheld and applied to the contract debt would otherwise have become payable to the Contractor.

(vii) The interest charge made under this clause may be reduced under the procedures prescribed in 32.608-2 of the Federal Acquisition Regulation in effect on the date of this contract.

(j) Risk of loss. Unless the contract specifically provides otherwise, risk of loss or damage to the supplies provided under this contract shall remain with the Contractor until, and shall pass to the Government upon:

(1) Delivery of the supplies to a carrier, if transportation is f.o.b. origin; or

(2) Delivery of the supplies to the Government at the destination specified in the contract, if transportation is f.o.b. destination.

(k) Taxes. The contract price includes all applicable Federal, State, and local taxes and duties.

(l) Termination for the Government’s convenience. The Government reserves the right to terminate this contract, or any part hereof, for its sole convenience. In the event of such termination, the Contractor shall immediately stop all work hereunder and shall immediately cause any and all of its suppliers and subcontractors to cease work. Subject to the terms of this contract, the Contractor shall be paid a percentage of the contract price reflecting the percentage of the work performed prior to the notice of termination, plus reasonable charges the Contractor can demonstrate to the satisfaction of the Government using its standard record keeping system, have resulted from the termination. The Contractor shall not be required to comply with the cost accounting standards or contract cost principles for this purpose. This paragraph does not give the Government any right to audit the Contractor’s records. The Contractor shall not be paid for any work performed or costs incurred which reasonably could have been avoided.

(m) Termination for cause. The Government may terminate this contract, or any part hereof, for cause in the event of any default by the Contractor, or if the Contractor fails to comply with any contract terms and conditions, or fails to provide the Government, upon request, with adequate assurances of future performance. In the event of termination for cause, the Government shall not be liable to the Contractor for any amount for supplies or services not accepted, and the Contractor shall be liable to the Government for any and all rights and remedies provided by law. If it is determined that the Government improperly terminated this contract for default, such termination shall be deemed a termination for convenience.

(n) Title. Unless specified elsewhere in this contract, title to items furnished under this contract shall pass to the Government upon acceptance, regardless of when or where the Government takes physical possession.

(o) Warranty. The Contractor warrants and implies that the items delivered hereunder are merchantable and fit for use for the particular purpose described in this contract.

(p) Limitation of liability. Except as otherwise provided by an express warranty, the Contractor will not be liable to the Government for consequential damages resulting from any defect or deficiencies in accepted items.

(q) Other compliances. The Contractor shall comply with all applicable Federal, State and local laws, executive orders, rules and regulations applicable to its performance under this contract.


(s) Order of precedence. Any inconsistencies in this Solicitation or Contract shall be resolved by giving precedence in the following order:

(1) the schedule of supplies/services;

(2) the Assignments, Disputes, Payments, Invoice, Other Compliances, Compliance with Laws Unique to Government Contracts, and Unauthorized Obligations paragraphs of this clause;

(3) the clause at 52.212-5;

(4) addenda to this solicitation or contract, including any license agreements for computer software; (5) solicitation provisions if this is a solicitation;

(6) other paragraphs of this clause;

(7) the Standard Form 1449;

(8) other documents, exhibits, and attachments; and

(9) the specification.

(t) System for Award Management (SAM).

(1) Unless exempted by an addendum to this contract, the Contractor is responsible during performance and through final payment of any contract for the accuracy and completeness of the data within the SAM database, and for any liability resulting from the Government’s reliance on inaccurate or incomplete data. To remain registered in the SAM database after the initial registration, the Contractor is required to review and update on an annual basis from the date of initial registration or subsequent updates its information in the SAM database to ensure it is current, accurate and complete. Updating information in the SAM does not alter the terms and conditions of this contract and is not a substitute for a properly executed contractual document.
(2)(i) If a Contractor has legally changed its business name, "doing business as" name, or division name (whichever is shown on the contract), or has transferred the assets used in performing the contract, but has not completed the necessary requirements regarding novation and change-of-name agreements in FAR Subpart 42.12, the Contractor shall provide the responsible Contracting Officer a minimum of one business day's written notification of its intention to (A) change the name in the SAM database; (B) comply with the requirements of Subpart 42.12; and (C) agree in writing to the timeline and procedures specified by the responsible Contracting Officer. The Contractor must provide with the notification sufficient documentation to support the legally changed name.

(ii) If the Contractor fails to comply with the requirements of paragraph (q)(2)(i) of this clause, or fails to perform the agreement at paragraph (q)(2)(i)(C) of this clause, and, in the absence of a properly executed novation or change-of-name agreement, the SAM information that shows the Contractor to be other than the Contractor indicated in the contract will be considered to be incorrect information within the meaning of the "Suspension of Payment" paragraph of the electronic funds transfer (EFT) clause of this contract.

(3) The Contractor shall not change the name or address for EFT payments or manual payments, as appropriate, in the SAM record to reflect an assignee for the purpose of assignment of claims (see Subpart 32.8, Assignment of Claims). Assignees shall be separately registered in the SAM database. Information provided to the Contractor's SAM record that indicates payments, including those made by EFT, to an ultimate recipient other than that Contractor will be considered to be incorrect information within the meaning of the "Suspension of Payment" paragraph of the EFT clause of this contract.

(4) Offerors and Contractors may obtain information on registration and annual confirmation requirements via SAM accessed through https://www.acquisition.gov.

(u) Unauthorized Obligations (1) Except as stated in paragraph (u)(2) of this clause, when any supply or service acquired under this contract is subject to any End User License Agreement (EULA), Terms of Service (TOS), or similar legal instrument or agreement, that includes any clause requiring the Government to indemnify the Contractor or any person or entity for damages, costs, fees, or any other loss or liability that would create an Anti-Deficiency Act violation (31 U.S.C. 1341), the following shall govern:

(i) Any such clause is unenforceable against the Government.

(ii) Neither the government nor any Government authorized end user shall be deemed to have agreed to such clause by virtue of it appearing in the EULA, TOS, or similar legal instrument or agreement. If the EULA, TOS, or similar legal instrument or agreement is invoked through an “I agree” click box or other comparable mechanism (e.g., “click-wrap” or “browse-wrap” agreements), execution does not bind the Government or any Government authorized end user to such clause.

(iii) Any such clause is deemed to be stricken from the EULA, TOS, or similar legal instrument or agreement.

(2) Paragraph (u) (1) of this clause does not apply to indemnification by the Government that is expressly authorized by statute and specifically authorized under applicable agency regulations and procedures.

(v) Incorporation by reference. The Contractor’s representations and certifications, including those completed electronically via the System for Award Management (SAM), are incorporated by reference into the contract.

ADENDA TO CONTRACT TERMS AND CONDITIONS

C3 52.212-4(a) Inspection/Acceptance
The following is added:

C3.1 Inspection Scheduling and Process. After either contract award or renewal, the COTR will schedule a date to inspect the Contractor's proposed aircraft, equipment and personnel to ensure contract compliance. The inspection will be conducted at the designated base, Contractor's facility or other location acceptable to the Government and the contractor. The inspection will be scheduled to commence as early as 60 days and not later than three days (excluding weekends and holidays) prior to the established reporting date, unless otherwise mutually agreed upon by the COTR and the Contractor. The inspection time and date will be scheduled for between 0730 and 1630 local time, Monday through Friday, unless otherwise agreed upon by the COTR. The COTR will confirm the inspection details in writing. Contractor written requests for inspection rescheduling that are received by the COTR at least 10 days prior to the originally scheduled inspection date may be accommodated by the COTR, depending upon their work schedule.

C3.2 The Contractor must provide information specific to the aircraft, equipment, and personnel being proposed for use during each year of the contract when requested by the OTR.

C3.2.1 The Contractor must notify the CO, the COR, and the COTR when an action has been imposed by the FAA on the operator’s certificate or on any pilot or aircraft carded under this contract. The Contractor must also notify the COTR of any changes in the Director of Operations, Chief Pilot, and Director of Maintenance as well as any additional positions approved under 14 CFR 119.69(b).

C3.3 Approved aircraft, fuel servicing vehicles, pilots and mechanics will be issued an Interagency Aircraft Data Card, Interagency Data Card - Fuel Service Vehicle, Interagency Pilot Qualification card, and Interagency Mechanic Qualification Card, as applicable. The aircraft, pilot and mechanic cards detail the activities for which they are authorized. The fuel servicing vehicle card only indicates that the vehicle meets the additional equipment specified in Section B, and in no way indicates that the vehicle meets any requirement of 49 CFR.
C3.3.1 The aircraft data card is kept in the aircraft and available for inspection at all times.

C3.3.2 The pilot qualification card is kept in the possession of the pilot and available for inspection at all times.

C3.3.3 The fuel service vehicle data card is kept in the fuel servicing vehicle and available for inspection at all times.

C3.3.4 The mechanic qualification card must be kept in the possession of the mechanic and available for inspection at all times.

C3.3.4.1 The contractor will provide the COTR or their designated representative, through the Contracting Officer, with a completed OAS-41 (Aircraft Maintenance Personnel), for each mechanic provided under paragraph B13. The form must be signed by the individual mechanic and a contractor representative (Director of Maintenance or higher) to indicate that the data listed has been verified from log books, employment records, etc.

C3.4 If the COTR determines any aircraft, equipment, personnel, records, or documents presented for inspection are not completely ready for the inspection or are determined to be nonconforming as required by the contract, the COTR may suspend the inspection(s) and schedule a re-inspection for another time/date/site. The Contractor may be charged for the cost of re-inspection, in accordance with Section C3.10.

C3.5 Equipment.

C3.5.1 The aircraft will be inspected to ensure compliance with all contract requirements. The Government may require in-flight dynamic testing of aircraft systems. This testing may be conducted in conjunction with pilot evaluation flight(s), and will be performed at no cost to the Government.

C3.5.2 Fuel servicing vehicle(s), fuel cache(s) and other equipment will be inspected to ensure contract compliance.

C3.5.3 Other Auxiliary Equipment. Net-guns, Tranquilizer Guns, Capture Nets, etc. will be inspected for general condition, availability and compliance with the Minimum Equipment List for Full Service Contractor for Darting and Net-gunning requirement identified in Section B Attachment.

C3.6 Personnel.

C3.6.1 Only those individuals whose past flight time and experience can be verified from log books, employment records, etc., will be approved for contract use. The Contractor cannot substitute any pilot flight evaluation time for any of the total pilot flight hour requirements listed in this contract.

C3.6.1.1 The COTR’s representative may conduct a pilot flight evaluation to further verify pilot(s)’ ability to perform under this contract, when determined necessary. The evaluation may include but is not limited to: weight and balance performance, center of gravity limitations, aircraft performance charts, density altitude considerations, load calculation preparation and actual flying of the aircraft. Portions of the evaluation may be evaluated orally. The flight evaluation will be conducted in accordance with the FAA Commercial Practical Test Standards (PTS). A pilot must also be capable of demonstrating proficient operation of all aircraft equipment identified in Section B during an evaluation flight.

C3.6.1.2 The aircraft used for the flight evaluations must be the same make, model and series awarded for this contract and be equipped with dual controls. At COTR discretion, the flight evaluation may be conducted in only one aircraft make, model, and series equipped with dual controls if multiple make, model and series of aircraft are awarded. Flight evaluation(s) will usually be performed in areas that provide access to terrain similar to that to be flown during the contract period. Flight evaluations are conducted at the Contractor’s expense.

C3.6.1.3 During the flight evaluation, pilot inspectors retain discretionary authority in determining the competency of the pilot. The Government will make the final determination as to the pilot’s ability to successfully meet contract requirements. The Government has the right to conduct interim evaluations of pilot performance throughout the performance period(s).

C3.6.1.4 Services provided under this contract require DOI special use flight activities as identified herein. Pilots must have satisfactorily completed an agency initial and/or periodic flight evaluation(s) for these activities before being approved for use under the contract, unless otherwise indicated in the contract. The COTR will provide detailed information concerning the types and frequency of special use pilot flight evaluations when requested.

Low-level flight (within 500’ of the surface)
Mountain flying (helicopter)
Resource reconnaissance
External load - short line ≤50’ (helicopter)
External load - longline >50’ (helicopter) with remote hook
Helicopter with remote hook
Animal darting, paint ball
Animal eradication
Animal gathering and capture
Animal herding
Handheld net gun
Deep Snow Landings
STEP
Wild Horse and Burro Herding and Trapping

(a) For Aerial Capture Eradication and Tagging of Animals (ACETA) activities, the COTR will normally schedule pilot evaluation flight(s) a minimum of three days prior to the start of the project or as agreed upon by the COTR. Flight evaluations will be conducted using live animals. Pilot(s) who have not completed a satisfactory DOI – Aviation Management flight evaluation for an ACETA activity within the preceding
three-year period from the date of award of this contract or as determined by the COTR will be required to do so at the Contractor’s expense.

C3.6.1.5 PPE Standards Deviation
The contractor may assess the risk described in B22 and provide a written letter declaring the contractor’s intent to deviate from the PPE standards during defined ACETA operations. This letter must be provided by the company Director of Operations, or higher authorized official and must be sent to the Contracting Officer within 30 calendar days of contract award. The letter must describe when and how the contractor intends to deviate from the above requirements cited in paragraph B22.2.

C3.7 Each fuel servicing vehicle driver may be requested to demonstrate an acceptable knowledge of correct fueling procedures and of all fueling and safety equipment on the fuel servicing vehicle.

C3.8 Inspection of Additional Personnel, Aircraft, or Equipment

C3.8.1 After contract award and inspection of initial helicopter(s), the contractor may, at the option of the Government, request to add additional aircraft(s) or equipment as provided in C39.

C3.8.1.1 Prior to requesting an aircraft inspection for new aircraft(s), the Contractor must have submitted a written request to the CO to add/remove the aircraft(s) and submit all the required documentation for aircraft evaluation as provided in C39 and a modification must have been accomplished.

C3.8.1.2 Contractor must submit a written request to the COTR, include a copy of the contract, modification, and agree to re-inspection costs, as would be applicable, as provided under C3.10. The re-inspection schedule will be at the discretion of the COTR’s office. The COTR’s office will provide an estimated total for re-inspection costs upon request.

C3.8.1.3 The addition of pilots requires only a written request to the COTR and an agreement for re-inspection costs, as would be applicable.

C3.8.1.4 Re-inspection costs will be submitted by check directly to OAS.

C3.8.1.5 In the event the Government requests the addition of aircraft and/or pilots, no re-inspection costs will be assessed to the Contractor.

C3.9 Substitute Personnel, Aircraft, or Equipment.

C3.9.1 The contractor may request the use of substitute personnel, aircraft, or equipment that was not initially approved for use. All proposed substitutes must meet contract specifications and be subject to inspections and approvals identified herein prior to use. The contractor must submit a written request for inspections of pilot substitutes to the COTR seven days prior to the scheduled arrival at the site. Requests for aircraft substitution must be submitted to the CO for approval prior to inspection. The CO may issue a bilateral modification prior to submitting a request to the COTR for inspection scheduling. Requests received with fewer than seven days’ notice will be accomplished as permitted by the COTR’s schedule.

C3.9.2 The Contractor must transport substitute personnel, aircraft, or equipment to the point of use at their expense.

C3.9.3 The Government may charge the Contractor for the cost of any substitute inspections in accordance with Section C3.10.

C3.9.4 The bureau may require substitute pilots to obtain up to three hours each of training or orientation flight time at Contractor's expense. (This flight time is in addition to any necessary pilot evaluation flight(s).)

C3.10 Re-inspection Expenses.

C3.10.1 The Contractor must be liable for all Government incurred re-inspection costs. Inspection expenses will not be deducted from payments due the Contractor. Contractor will be responsible to make payment as directed in writing by the CO.

C3.10.2 Costs may include, but are not limited to, inspector(s)’ time to include travel time at $75.00 per hour, and transportation and subsistence at actual cost.

C4 52.212-4(k) Taxes

Important Notice: In accordance with 52.212-4(k), the price(s) in the schedule within Section A of the contract include all applicable Federal, State, and local taxes and duties. The Government’s electronic business systems will not calculate nor pay for any federal, state, or local taxes or duties separately under the contract. Examples of taxes and duties that are considered included in the contract prices are:

Federal Airport and Airway Excise Taxes
Fuel Taxes
Transportation Taxes (passengers and cargo)

C5 52.212-5 Contract Terms and Conditions Required to Implement Statutes or Executive Orders-Commercial Items (Nov 2016)

(a) The Contractor shall comply with the following Federal Acquisition Regulations (FAR) clauses, which are incorporated in this contract by reference, to implement provisions of law or Executive orders applicable to acquisitions of commercial items:
(1) 52.209-10, Prohibition on Contracting with Inverted Domestic Corporations (NOV 2015).

(b) The Contractor shall comply with the FAR clauses in this paragraph (b) that the Contracting Officer has indicated as being incorporated in this contract by reference to implement provisions of law or Executive orders applicable to acquisitions of commercial items:

☐ (5) [Reserved].
☐ (6) 52.204-14, Service Contract Reporting Requirements (OCT 2016) (Pub L 111-117, section 743 of Div C).
☐ (7) 52.204-15, Service Contract Reporting Requirements for Indefinite-Delivery Contracts (OCT 2016) (Pub L 111-117, section 743 of Div C).
☐ (10) Reserved.
☐ (12) 52.219-4, Notice of Price Evaluation Preference for HUBZone Small Business Concerns (OCT 2014) (if the offeror elects to waive the preference, it shall so indicate in its offer) (15 U.S.C. 657a).
☐ (13) [Reserved]
☐ (i) Alternate I (NOV 2011).
☐ (ii) Alternate II (NOV 2011).
☐ (i) Alternate I (OCT 1995) of 52.219-7.
☐ (ii) Alternate II (MAR 2004 of 52.219-7.
☐ (16) 52.219-8, Utilization of Small Business Concerns (NOV 2016)(15 U.S.C. 637 (d)(2) and (3)).
☐ (17)(i) 52.219-9, Small Business Subcontracting Plan (NOV 2016)(15 U.S.C. 637(d)(4)).
☐ (ii)Alternate I (NOV 2016) of 52.219-9.
☐ (iii) Alternate II (NOV 2016) of 52.219-9.
☐ (iv) Alternate III (NOV 2016) of 52.219-9.
☐ (v) Alternate IV (NOV 2016) of 52.219-9.
☐ (18) 52.219-13, Notice of Set-Aside of Orders (NOV 2011)(15 U.S.C 644(r)).
☐ (19) 52.219-14, Limitations on Subcontracting (NOV 2011)(15 U.S.C. 637(a)(14)).
☐ (20) 52.219-16, Liquidated Damages – Subcontracting Plan (JAN 1995) (15 U.S.C 637(d)(4)(F)(i)).
☐ (22) 52.219-28, Post Award Small Business Program Representation (JUL 2013) (15 U.S.C. 632(a)(2)).
☐ (23) 52.219-29 Notice of Set-Aside for Economically Disadvantaged Women-Owned Small Business (EDWOSB) Concerns (DEC 2015) (15 U.S.C 639(m)).
☐ (24) 52.219-30 Notice of Set-Aside for Women-Owned Small Business (WOSB) Concerns Eligible Under the WOSB Program (DEC 2015) (15 U.S.C 639(m)).
☐ (26) 52.222-19, Child Labor-Cooperation with Authorities and Remedies (OCT 2016) (E.O. 13126).
☐ (27) 52.222-21, Prohibition of Segregated Facilities (APR 2015).
☐ (28) 52.222-26, Equal Opportunity (SEPT 2016) (E.O. 11246).
☐ (32) 52.222-40, Notification of Employee Rights Under the National Labor Relations Act (DEC 2010)(E.O. 13496).
☐ (34) 52.222-54, Employment Eligibility Verification (OCT 2015) (Executive Order 12989). (Not applicable to the acquisition of commercially available off-the-shelf items or certain other types of commercial items as prescribed in 22.1803.)
☐ (35)(i) 52.223-9, Estimate of Percentage of Recovered Material Content for EPA-Designated Products (MAY 2008) (42 U.S.C. 6962(c)(3)(a)(ii)). (Not applicable to the acquisition of commercially available off-the-shelf items.)
☐ (ii) Alternate I (MAY 2008) of 52.223-9 (42 U.S.C. 6962(i)(2)(C)). (Not applicable to the acquisition of commercially available off-the-shelf items.)

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☐ (36) 52.223-11, Ozone-Depleting Substances and High Global Warming Potential Hydrofluorocarbons (JUN 2016) (E.O. 13693).
☐ (37) 52.223-12, Maintenance, Service, Repair, or Disposal of Refrigeration Equipment and Air Conditioners (JUN 2016) (E.O. 13693).
☐ (38)(i) 52.223-13, Acquisition of EPEAT®-Registered Imaging Equipment (JUN 2014) (E.O. 13423 and 13514).
☐ (39)(i) 52.223-14, Acquisition of EPEAT®-Registered Television (JUN 2014) (E.O. 13423 and 13514).
☐ (ii) Alternate I (JUN 2014) of 52.223-14.
☐ (41)(i) 52.223-16, Acquisition of EPEAT®-Registered Personal Computer Products (OCT 2015) (E.O. 13423 and 13514).
☐ (ii) Alternate I (JUN 2014) of 52.223-16.
☐ (43) 52.223-20, Aerosols (JUN 2016) (E.O. 13693).
☐ (44) 52.223-21, Foams (JUN 2016) (E.O. 13693).
☐ (ii) Alternate I (MAY 2014) of 52.225-3.
☐ (iii) Alternate II (MAY 2014) of 52.225-3.
☐ (iv) Alternate III (MAY 2014) of 52.225-3.
☐ (48) 52.225-13, Restriction on Certain Foreign Purchases (JUNE 2008) (E.O’s, proclamations and statutes administered by the Office of Foreign Assets Control of the Department of the Treasury).
☐ (49) 52.225-26, Contractors Performing Private Security Functions Outside the United States (OCT 2016) (Section 862, as amended, of the National Defense Authorization Act for Fiscal Year 2008; 10 U.S.C. 2302 Note).
☐ (50) 52.226-4, Notice of Disaster or Emergency Area Set-Aside (NOV 2007) (42 U.S.C. 5150).
☐ (51) 52.226-5, Restrictions on Subcontracting Outside Disaster or Emergency Area (NOV 2007) (42 U.S.C. 5150).
☐ (54) 52.232-33, Payment by Electronic Funds Transfer-System for Award Management (JUL 2013) (31 U.S.C. 3332).
☐ (55) 52.232-34, Payment by Electronic Funds Transfer-Other than System for Award Management (JUL 2013) (31 U.S.C. 3332).
☐ (ii) Alternate I (APR 2003) of 52.247-64.
(c) The Contractor shall comply with the FAR clauses in this paragraph (c), applicable to commercial services, which the Contracting Officer has indicated as being incorporated in this contract by reference to implement provisions of law or Executive orders applicable to acquisitions of commercial items:
☐ (1) 52.222-17, Nondisplacement of Qualified Workers (MAY 2014) (E.O. 13495).
☐ (9) 52.226-6, Promoting Excess Food Donation to Nonprofit Organizations (MAY 2014) (42 U.S.C. 1792).
☐ (10) 52.237-11, Accepting and Dispensing of $1 Coin (JUNE 2008) (31 U.S.C. 5112(p)(1)).
(d) Controller General Examination of Record. The Contractor shall comply with the provisions of this paragraph (d) if this contract was awarded using other than sealed bid, is in excess of the simplified acquisition threshold, and does not contain the clause at 52.215-2, Audit and Records-Negotiation.

(1) The Comptroller General of the United States, or an authorized representative of the Comptroller General, shall have access to and right to examine any of the Contractor's directly pertinent records involving transactions related to this contract.
(2) The Contractor shall make available at its offices at all reasonable times the records, materials, and other evidence for examination, audit, or reproduction, until 3 years
after final payment under this contract or for any shorter period specified in FAR Subpart 4.7, Contractor Records Retention, of the other clauses of this contract. If this contract is completely or partially terminated, the records relating to the work terminated shall be made available for 3 years after any resulting final termination settlement. Records relating to appeals under the disputes clause or to litigation or the settlement of claims arising under or relating to this contract shall be made available until such appeals, litigation, or claims are finally resolved.

(3) As used in this clause, records include books, documents, accounting procedures and practices, and other data, regardless of type and regardless of form. This does not require the Contractor to create or maintain any record that the Contractor does not maintain in the ordinary course of business or pursuant to a provision of law.

(e)(1) Notwithstanding the requirements of the clauses in paragraphs (a), (b), (c) and (d) of this clause, the Contractor is not required to flow down any FAR clause, other than those in this paragraph (e)(1) in a subcontract for commercial items. Unless otherwise indicated below, the extent of the flow down shall be as required by the clause –


(ii) 52.219-8, Utilization of Small Business Concerns (NOV 2016) (15 U.S.C. 637(d)(2) and (3)), in all subcontracts that offer further subcontracting opportunities. If the subcontract (except subcontracts to small business concerns) exceeds $700,000 ($1.5 million for construction of any public facility), the subcontractor must include 52.219-8 in lower tier subcontracts that offer subcontracting opportunities.

(iii) 52.222-17, Nondisplacement of Qualified Workers (MAY 2014) (E.O.13495). Flow down required in accordance with paragraph (l) of FAR clause 52.222-17.

(iv) 52.222-21, Prohibition on Segregated Facilities (APR 2015).

(v) 52.222-26, Equal Opportunity (SEPT 2016) (E.O. 11246).


(ix) 52.222-40, Notification of Employee Rights Under the National Labor Relations Act (DEC 2010) (E.O.13496). Flow down required in accordance with paragraph (f) of FAR clause 52.222-40.


(xiv) 52.222-54, Employment Eligibility Verification (OCT 2015).


(xvii) 52.226-6, Promoting Excess Food Donation to Nonprofit Organizations (MAY 2014) (42 U.S.C. 1792). Flow down required in accordance with paragraph (e) of FAR clauses 52.226-6.

(xviii) 52.247-64, Preference for Privately Owned U.S.- Flag Commercial Vessels (FEB 2006)(46 U.S.C. Appx 1241(b) and 10 U.S.C. 2631). Flow down required in accordance with paragraph (d) of FAR clause 52.247-64.

(2) While not required, the contractor may include in its subcontracts for commercial items a minimal number of additional clauses necessary to satisfy its contractual obligations.

C6 Flight Data Reporting and Payment

C6.1 Aircraft Use Report

C6.1.1 The Contractor, or Contractor's representative, and the Government must complete and sign an Aircraft Use Report, OAS-23/23E form or other form as directed by the CO. An electronic report will be initiated by the Contractor in a Department of the Interior electronic reporting system that documents the daily services recorded on the signed OAS-23/23E or other form as directed by the CO. Hard copies of the signed OAS-23/23E are to be uploaded/attached to the electronic report created in the electronic system.

C6.1.2 Supporting documentation as required by the contract to support actual additional pay items (i.e. relief transportation costs, tie-downs, landing fees, etc.) shall be attached electronically to the applicable Aircraft Use Report or other form as directed by the CO. Failure to include such documentation would result in rejection of the report back to the Contractor for inclusion and resubmission.

C6.1.3 Aircraft Use Reports or other form as directed by the CO are to be submitted no sooner than every two weeks or upon conclusion of a project, if less than two weeks duration.

C6.1.4 Subsequent electronic invoicing through IPP (see below) will match the same period as the Aircraft Use Report submission or other form as directed by the CO.
C6.2 Electronic Invoicing and Payment Requirements – Invoice Processing Platform (IPP) (APR 2013)

Payment requests must be submitted electronically through the U. S. Department of the Treasury's Invoice Processing Platform System (IPP).

"Payment request" means any request for contract financing payment or invoice payment by the Contractor. To constitute a proper invoice, the payment request must comply with the requirements identified in the applicable Prompt Payment clause included in the contract, or the clause 52.212-4 Contract Terms and Conditions – Commercial Items included in commercial item contracts. The IPP website address is: https://www.ipp.gov

Under this contract, the following documents are required to be submitted as an attachment to the IPP invoice:

- Documents required are Aircraft Use Reports (OAS Form 23/23E) or other form as directed by the CO documenting daily services provided as set forth by their contract. This form must have the appropriate Government Representative signature approving the services.
- Supporting documentation as required by the contract to support actual additional pay items (i.e.) relief transportation costs, tie-downs, landing fees, etc.).

The Contractor must use the IPP website to register, access and use IPP for submitting requests for payment. The Contractor Government Business Point of Contact (as listed in SAM) will receive enrollment instructions via email from the Federal Reserve Bank of Boston (FRBB) prior to the contract award date, but no more than 3–5 business days of the contract award date. Contractor assistance with enrollment can be obtained by contacting the IPP Production Helpdesk via email ippgroup@bos.frb.org or phone (866) 973-3131.

If the Contractor is unable to comply with the requirement to use IPP for submitting invoices for payment, the Contractor must submit a waiver request in writing to the contracting officer with its proposal or quotation.

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C7 Type of Contract

The Government contemplates award of indefinite delivery/indefinite quantity (IDIQ) type contracts, off of which firm fixed price with economic price adjustment task orders will be issued.

C8 52.203-99 Prohibition on Contracting with Entities that Require Certain Internal Confidentiality Agreements (FEB 2015)

(a) The contractor shall not require employees or subcontractors seeking to report fraud, waste, or abuse to sign or comply with internal confidentiality agreements or statements prohibiting or otherwise restricting such employees or subcontractors from lawfully reporting such fraud, waste, or abuse to a designated investigative or law enforcement representative of a Federal department or agency authorized to receive such information.

(b) The contractor shall notify employees that the prohibition and restrictions of any internal confidentiality agreements covered by this clause are no longer in effect.

(c) The prohibition in paragraph (a) of this clause does not contravene requirements applicable to Standard Form 312, Form 4414, or any other form issued by a Federal department or agency governing the nondisclosure of classified information.

(d) (1) In accordance with section 743 of Division E, Title VII, of the Consolidated and Further Continuing Resolution Appropriations Act, 2015 (Pub. L. 113-235), use of funds appropriated (or otherwise made available) under that or any other Act may be prohibited, if the Government determines that the contractor is not in compliance with the provisions of this clause.

(2) The Government may seek any available remedies in the event the contractor fails to comply with the provisions of this clause.

C9 52.204-18 Commercial and Government Entity Code Maintenance (NOV 2014)

(a) Definition. As used in this clause—

"Commercial and Government Entity (CAGE) code” means—

(1) An identifier assigned to entities located in the United States or its outlying areas by the Defense Logistics Agency (DLA) Contractor and Government Entity (CAGE) Branch to identify a commercial or government entity, or

(2) An identifier assigned by a member of the North Atlantic Treaty Organization (NATO) or by the NATO Support Agency (NSPA) to entities located outside the United States and its outlying areas that the DLA Contractor and Government Entity (CAGE) Branch records and maintains in the CAGE master file. This type of code is known as an NCAGE code.

(b) Contractors shall ensure that the CAGE code is maintained throughout the life of the contract. For contractors registered in the System for Award Management (SAM), the DLA Contractor and Government Entity (CAGE) Branch shall only modify data received from SAM in the CAGE master file if the contractor initiates those changes via update of its SAM registration. Contractors undergoing a novation or change-of-name agreement shall notify the contracting officer in accordance with Subpart 42.12. The contractor shall communicate any change to the CAGE code to the contracting officer.
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officer within 30 days after the change, so that a modification can be issued to update the CAGE code on the contract.

(c) Contractors located in the United States or its outlying areas that are not registered in SAM shall submit written change requests to the DLA Contractor and Government Entity (CAGE) Branch. Requests for changes shall be provided on a DD Form 2051, Request for Assignment of a Commercial and Government Entity (CAGE) Code, to the address shown on the back of the DD Form 2051. Change requests to the CAGE master file are accepted from the entity identified by the code.

(d) Contractors located outside the United States and its outlying areas that are not registered in SAM shall contact the appropriate National Codification Bureau or NSPA to request CAGE changes. Points of contact for National Codification Bureaus and NSPA, as well as additional information on obtaining NCAGE codes, are available at http://www.dlis.dla.mil/Forms/Form_AC135.asp.

(e) Additional guidance for maintaining CAGE codes is available at http://www.dlis.dla.mil/cage_welcome.asp.

C10 52.204-20 Predecessor of Offeror (July 2016)

(a) Definitions. As used in this provision—
“Commercial and Government Entity (CAGE) code” means-
(1) An identifier assigned to entities located in the United States and its outlying areas by the Defense Logistics Agency (DLA) Contractor and Government Entity (CAGE) Branch to identify a commercial or government entity, or
(2) An identifier assigned by a member of the North Atlantic Treaty Organization (NATO) or by the NATO Support and Procurement Agency (NSPA) to entities located outside the United States and its outlying areas that DLA Commercial and Government Entity (CAGE) Branch records and maintains in the CAGE master file. This type of code is known as a NATO CAGE (NCAGE) code.

“Predecessor” means an entity that is replaced by a successor and includes any predecessors of the predecessor.

“Successor” means an entity that has replaced a predecessor by acquiring the assets and carrying out the affairs of the predecessor under a new name (often through acquisition or merger). The term “successor” does not include new offices/divisions of the same company that only changes its name. The extent of the responsibility of the successor for the liabilities of the predecessor may vary, depending on State law and specific circumstances.

(b) The Offeror represents that it [ ] is or [ ] is not a successor to a predecessor that held a Federal contract or grant within the last three years.

(c) If the Offeror has indicated “is” in paragraph (b) of this provision, enter the following information for all predecessors that held a Federal contract or grant within the last three years (if more than one predecessor, list in reverse chronological order):
Predecessor CAGE code: __________ (or mark “Unknown”).

Predecessor legal name:
__________________________________________.
(Do not use a “doing business as” name).

C11 52.216-18 Ordering (OCT 1995)

(a) Any supplies and services to be furnished under this contract shall be ordered by issuance of delivery orders or task orders by the individuals or activities designated in the Schedule. Such orders may be issued from date of award through the performance period of each year of contract award.

(b) All delivery orders or task orders are subject to the terms and conditions of this contract. In the event of conflict between a delivery order or task order and this contract, the contract shall control.

(c) If mailed, a delivery order or task order is considered “issued” when the Government deposits the order in the mail. Orders may be issued orally, by facsimile, or by electronic commerce methods, only when authorized in the schedule.

C12 52.216-19 Order Limitations (OCT 1995)

“(a) Minimum order. When the Government requires supplies or services covered by this contract, a minimum of one Government-provided aircraft and pilot inspection as described in Section C4 will be provided.”

(b) Maximum order. The Contractor is not obligated to honor—
(1) Any order for a single item in excess of $200,000.
(2) Any order for a combination of items in excess of $1,000,000.
(3) A series of orders from the same ordering office within two calendar days that together call for quantities exceeding the limitation in paragraph (b)(1) or (2) of this section.

(c) Notwithstanding paragraph (b) of this section, the Contractor shall honor any order exceeding the maximum order limitations in paragraph (b), unless that order (or orders) is returned to the ordering office within two days after issuance, with written notice stating the Contractor’s intent not to perform and the reasons. Upon receiving this notice, the Government may acquire the supplies or services from another source.

C13 52.216-22 Indefinite Quantity (OCT 1995)

(a) This is an indefinite-quantity contract for the supplies or services specified and effective for the period stated, in the Schedule. The quantities of supplies and services specified in the Schedule are estimates only and are not purchased by this contract.

(b) Delivery or performance shall be made only as authorized by orders issued in accordance with the Ordering clause. The Contractor shall furnish to the Government, when and if ordered, the supplies or services specified in the Schedule up to and including the quantity designated in the
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Schedule as the “maximum.” The Government shall order at least the quantity of supplies or services designated in the Schedule as the “minimum.”

(c) Except for any limitations on quantities in the Order Limitations clause or in the Schedule, there is no limit on the number of orders that may be issued. The Government may issue orders requiring delivery to multiple destinations or performance at multiple locations.

(d) Any order issued during the effective period of this contract and not completed within that period shall be completed by the Contractor within the time specified in the order. The contract shall govern the Contractor’s and Government’s rights and obligations with respect to that order to the same extent as if the order were completed during the contract’s effective period; provided, that the Contractor shall not be required to make any deliveries under this contract after the end of the performance period of this contract.

C14 52.216-27 Single or Multiple Awards (Oct 1995)

The Government may elect to award a single delivery order contract or task order contract or to award multiple delivery order contracts or task order contracts for the same or similar supplies or services to two or more sources under this solicitation.

C15 52.219-14 Limitation on Subcontracting Report - Alternate I (JAN 2012)

In order to ensure compliance with FAR 52.219-14, Limitations on Subcontracting, the contractor shall submit a semi-annual report to the Contracting Officer on 30 June and 30 December of each year of the Indefinite Delivery Indefinite Quantity (ID/IQ) contract performance. The report shall be submitted for the period beginning on the date of Indefinite Delivery Indefinite Quantity (ID/IQ) contract through the first of the month (June or December) to include all awarded Task/Delivery Orders, and shall be in the following format:

- Date of Report:
- Period Being Reported: Date of Indefinite Delivery Indefinite Quantity (ID/IQ) Contract Award through _______________________.
- Total Task/Delivery Order Costs*:
- Total Task/Delivery Order Costs* Performed/Provided by Prime:
- Total Task/Delivery Order Costs* Subcontracted:
- Percentage Performed/Provided by Prime:
- Percentage Performed/Provided by Subcontractors:
- Certified By:
- Date Certified:

If the Contractor’s costs* are below the minimum performance measures stipulated at FAR 52.219-14, the Contractor shall provide a detailed mitigation plan on how it is going to cure its failure to comply with 52.219-14. This mitigation plan shall be provided to both the Small Business Administration and the Contracting Officer. The Contracting Officer will evaluate the plan to assess the adequacy. This clause does not limit the rights and remedies of the government under other contract clauses, including but not limited to the default or termination provisions of the contract.

* As stipulated in FAR 52.219-14

C16 52.232-19 Availability of Funds for the Next Fiscal Year (APR 1984)

Funds are not presently available for performance under this contract beyond September 30th. The Government's obligation for performance of this contract beyond that date is contingent upon the availability of appropriated funds from which payment for contract purposes can be made. No legal liability on the part of the Government for any payment may arise for performance under this contract beyond September 30th until funds are made available to the Contracting Officer for performance and until the Contractor receives notice of availability, to be confirmed in writing by the Contracting Officer.

C17 AQD Services Greening Clause

(a) Almost every service requires the use of some sort of product. While providing services pursuant to the Requirements Document in this contract, if your services necessitate the acquisition of any products, the contractor shall use its best efforts to comply with Executive Order 13514, and to acquire the environmentally preferable products that meet the requirements of clauses at FAR 52.223-2, Affirmative Procurement of Bio-based Products under Service and Construction Contracts, 52.223-15, Energy Efficiency in Energy Consuming Products, and 52.223-17 Affirmative Procurement of EPA-Designated Items in Service and Construction Contracts.

(b) Additionally, the contractor shall use its best efforts to reduce the generation of paper documents through the use of double-sided printing, double sided copying, and the use and purchase of 30% post-consumer content white paper to meet the intent of FAR 52.204-4 Printing/Copying Double-Sided on Recycled Paper.

C18 Contractor Performance Assessment Reporting System (DEC 2015)

(a) FAR 42.1502 directs all Federal agencies to collect past performance information on contracts. The Department of the Interior (DOI) has implemented the Contractor Performance Assessment Reporting System (CPARS) to comply with this regulation. One or more past performance evaluations will be conducted in order to record your contract performance as required by FAR 42.15.

(b) The past performance evaluation process is a totally paperless process using CPARS. CPARS is a web-based system that allows for electronic processing of the performance evaluation report. Once the report is processed, it is available in the Past Performance Information Retrieval
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System (PIIRS) for Government use in evaluating past performance as part of a source selection action.

(c) We request that you furnish the Contracting Officer (CO) with the name, position title, phone number, and email address for each person designated to have access to your firm's past performance evaluation(s) for the contract no later than 30 days after award. Each person granted access will have the ability to provide comments in the Contractor portion of the report and state whether or not the Contractor agrees with the evaluation, before returning the report to the Assessing Official (AO). Information in the report must be protected as source selection sensitive information not releasable to the public.

(d) When your Contractor Representative(s) are registered in CPARS, they will receive an automatically generated email with detailed login instructions. Further details, systems requirements, and training information for CPARS is available at https://www.cpars.gov/.

(e) Within 60 days after the end of a performance period, the AO will complete an interim or final past performance evaluation, and the report will be accessible at https://www.cpars.gov/.

(i) Contractor Representatives may then provide comments in response to the evaluation, or return the evaluation without comment.

(ii) Your comments should focus on objective facts in the AO's narrative and should provide your views on the causes and ramifications of the assessed performance.

(iii) All information provided should be reviewed for accuracy prior to submission.

(iv) If you elect not to provide comments, please acknowledge receipt of the evaluation by indicating "No comment" in the space provided, and then selecting “Accept the Ratings and Close the Evaluation”.

(v) Your response is due within 60 calendar days after receipt of the CPAR. On day 15, the evaluation will become available in PIIRS-RC marked as “Pending” with or without comments and whether or not it has been closed.

(vi) If you do not sign and submit the CPAR within 60 days, it will automatically be returned to the Government and will be annotated: "The report was delivered/received by the contractor on (date). The contractor neither signed nor offered comment in response to this assessment."

(f) The following guidelines apply concerning your use of the past performance evaluation:

(i) Protect the evaluation as source selection information. After review, transmit the evaluation by completing and submitting the form through CPARS. If for some reason you are unable to view and/or submit the form through CPARS, contact the CO for instructions.

(ii) Strictly control access to the evaluation within your organization. Ensure the evaluation is never released to persons or entities outside of your control.

(iii) Prohibit the use of or reference to evaluation data for advertising, promotional material, pre-award surveys, responsibility determinations, production readiness reviews, or other similar purposes.

(g) If you wish to discuss a past performance evaluation, you should request a meeting in writing to the CO no later than seven days following your receipt of the evaluation. The meeting will be held in person or via telephone or other means during your 60-day review period.

(b) A copy of the completed past performance evaluation will be available in CPARS for your viewing and for Government use supporting source selection actions after it has been finalized.

C19 1452.201-70 Authorities and Delegations (SEP 2011)

(a) The Contracting Officer is the only individual authorized to enter into or terminate this contract, modify any term or condition of this contract, waive any requirement of this contract, or accept nonconforming work.

(b) The Contracting Officer will designate a Contracting Officer’s Representative (COR) at time of award. The COR will be responsible for technical monitoring of the contractor’s performance and deliveries. The COR will be appointed in writing, and a copy of the appointment will be furnished to the Contractor. Changes to this delegation will be made by written changes to the existing appointment or by issuance of a new appointment.

(c) The COR is not authorized to perform, formally or informally, any of the following actions:

(1) Promise, award, agree to award, or execute any contract, contract modification, or notice of intent that changes or may change this contract;

(2) Waive or agree to modification of the delivery schedule;

(3) Make any final decision on any contract matter subject to the Disputes Clause;

(4) Terminate, for any reason, the Contractor’s right to proceed; or

(5) Obligate in any way, the payment of money by the Government.

(d) The Contractor shall comply with the written or oral direction of the Contracting Officer or authorized representative(s) acting within the scope and authority of the appointment memorandum. The Contractor need not proceed with direction that it considers to have been issued without proper authority. The Contractor shall notify the Contracting Officer in writing, with as much detail as possible, when the COR has taken an action or has issued direction (written or oral) that the Contractor considers to exceed the COR’s appointment, within 3 days of the occurrence. Unless otherwise provided in this contract, the Contractor assumes all costs, risks, liabilities, and consequences of performing any work it is directed to perform that falls within any of the categories defined in paragraph (c) prior to receipt of the Contracting Officer’s response issued under paragraph (e) of this clause.

(e) The Contracting Officer shall respond in writing within 30 days to any notice made under paragraph (d) of this clause. A failure of the parties to agree upon the nature of a direction, or upon the contract action to be taken with respect
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thereto, shall be subject to the provisions of the Disputes clause of this contract.
(f) The Contractor shall provide copies of all correspondence to the Contracting Officer and the COR.
(g) Any action(s) taken by the Contractor, in response to any direction given by any person acting on behalf of the Government or any Government official other than the Contracting Officer or the COR acting within his or her appointment, shall be at the Contractor’s risk.

C20 Contracting Officer’s Technical Representative (COTR).

The COTR is authorized to take any or all actions necessary to assure compliance with the technical portions of the contract. The COTR will conduct all requested or required inspections.

The COTR for this contract is:

Mr. Gary Kunz, Western Regional Office
DOI – Office of Aviation Services (OAS)
300 E. Mallard Dr., Ste. 200
Boise, ID 83706-3991

Phone: 208-334-9300
Fax: 208-334-9303

OR

Mr. Frank Crump, Eastern Regional Office
DOI – Office of Aviation Services (OAS)
3190 NE Expressway, Suite 250
Atlanta, GA 30341-5302

Phone: 770-458-7474
Fax: 770-458-6677

C20.1 Helicopter Manager/Helicopter Flight Manager.

For purposes of this contract, a Helicopter Manager/Helicopter Flight Manager is the authorized Government representative responsible for the implementation of work to be done under individual orders. The Manager is assigned the duties identified below, but has no acquisition authority and cannot negotiate with the Contractor or change any terms and conditions of the contract, including price(s).

C20.1.1 Direct the specific flight requirements as required to support an incident/project.

C20.1.2 Conduct pre-use inspection in accordance with Government established protocol. (If a pre-use inspection reveals equipment problems the Manager will contact the appropriate OAS Regional Office and consult with an OAS technical specialist)

C20.1.3 Monitor services provided under the contract for conformance with contract requirements.

C20.1.4 Initiate and sign correspondence and other contract administrative documents under the title of Aviation Project/Helicopter Manager.

C20.1.5 Ensure aircraft availability, flight time, other payable items and applicable charge code information is accurately recorded on prescribed forms or input into a designated electronic flight recording system.

C20.1.6 Approve breaks during daily operations.

C20.1.7 Suspend operations for safety concerns or non-conformance of the contract.

C20.1.8 Complete an Evaluation Report on Contractor Performance using the CO prescribed form (currently Form AQD-136A) upon release of the aircraft and submit to the CO. (See https://www.doi.gov/aviation/library/forms#aqdforms for latest version of the form)

C20.2 Safety Manager.

The OAS Safety Manager is responsible for all matters concerning accident and incident with potential investigations. The ASM is:

Mr. Keith Raley
DOI – Office of Aviation Services (OAS)
300 E. Mallard Dr., Ste. 200
Boise, ID 83706-3991
Phone: 208-433-5071
Fax: 208-433-5007

C21 Contractor Personnel Security Requirements

C21.1 It has been determined that Contractor personnel utilized in the support of this contract will not be allowed routine and regular unsupervised access to a federally controlled facility for more than 180 days, nor will they need unsupervised access to a Federally controlled Level 3 or 4 information system.

C21.2 Contractor employees utilized in support of this contract, will be treated as visitors (un-credentialed Contractor) and not be required to receive background investigations and credentialing. However, un-credentialed Contractors may be subject to the screening processes utilized at each federally controlled facility where the Contractor services are required. As a minimum, Contractor employees will be issued a temporary/visitor badge and shall display it at all times during contract performance when accessing a federally controlled facility. The COR is responsible for ensuring that all Contractor employees are issued a temporary/visitor badge
C22 Aircraft Insurance
The Contractor must maintain as a minimum, aircraft insurance coverage required by 14 CFR, Part 205, during contract performance.

C23 Contractor Claims
C23.1 Contractor claims for damage to their equipment shall be submitted in accordance with 52.212-4(d) Disputes and submitted to the CO. These items may not be claimed by an entry on an invoice document. As a minimum the following information is required and shall be submitted to the CO for action:

i) Contractor’s written claim in a sum certain, documenting and demonstrating that the Government is responsible for the damage that occurred.

ii) Paid itemized invoices to support the necessary repair(s) needed.

iii) A written statement from the on-site Government user that documents the events and circumstances of the damage and includes applicable billing information OR a full name and telephone number of the on-site Government user in order that the Government individual may be contacted for a statement concerning the damage.

C24 Pre-work Meeting
A pre-work telephone meeting between the CO and the Contractor may be held at the contractor’s request. The meeting may include, review of the contract and on call procedures.

ADMINISTRATIVE MATTERS

C25 Personnel Conduct

C25.1 Replacement of Contractor Personnel.

C25.1.1 Contractor employees required to work or reside on Federal property (National Parks, Refuges, Indian Reservations, etc.) are expected to follow the facility manager’s rules of conduct that apply to both Government or non-Government personnel working or residing at these facilities. The COR will make available a copy of such rules. The Contractor may be required to replace employees who do not comply with these rules of conduct.

C25.1.2 The Contractor must replace any employee who performs unsafely, ineffectively; refuses to cooperate; is unable or unwilling to adapt to field living conditions; or whose general performance is unsatisfactory, disruptive or detrimental to the purpose for which contracted.

C25.1.3 The CO will notify the Contractor of all known unsatisfactory personnel conduct or unsafe performance. The employee may be afforded an opportunity for corrective action when the conditions warrant. When directed by the CO, the Contractor must replace unacceptable personnel not later than 24 hours after such notification, or as otherwise mutually agreed. The decision as to unacceptability will be at the sole discretion of the CO.

C26 Safety and Accident Prevention

C26.1 The Contractor shall keep and maintain programs necessary to assure safety of ground and flight operations. The development and maintenance of these programs are a material part of the performance of the contract. Examples of such programs are (1) personnel activities, (2) maintenance, (3) safety, and (4) compliance with regulations.

C26.1.1 The Contractor must submit a copy of all reports required by the Federal Aviation Regulations that relate to pilot and maintenance personnel performance, aircraft airworthiness or operations to the Aviation Safety Manager (ASM).

C26.1.2 Examples of these reports are shown in paragraphs 14 CFR Part 135.415 Mechanical Reliability Reports and Part 135.417 Mechanical Interruption Summary Reports required of the Federal Aviation Regulations, 49 CFR Part 830.5 and 49 CFR 830.15, and FAA Form 8010-4, Malfunction or Defect Report.

C26.2 Following a mishap, the CO will evaluate whether the Contractor was in compliance with contract provisions or with the Federal Aviation Regulations applicable to the Contractor’s operations, company policy, procedures, practices, or programs, or whether there was negligence on the part of the company officers or employees that may have caused or contributed to the mishap. The Contractor must fully cooperate with the agency Investigator In Charge (IIC), ASM, and CO during this evaluation.

C27 Mishaps

Following a mishap, the CO will evaluate whether the Contractor was in compliance with contract provisions or with the Federal Aviation Regulations applicable to the Contractor’s operations, company policy, procedures, practices, or programs, or whether there was negligence on the part of the company officers or employees that may have caused or contributed to the mishap. The Contractor must fully cooperate with the CO during this evaluation.

C27.1 Mishap Definitions.

As used throughout this contract, the following terms will have the meanings set forth below.

C27.1.1 The following terms are as defined in 49 CFR Part 830:

- Aircraft Accident
- Fatal Injury
- Incident, Operator
- Reportable Incident
C27.1.2 **Airspace Conflict.** A near mid-air collision, intrusion, or violation of airspace rules.

C27.1.3 **Aviation Hazard.** Any condition, act, or set of circumstances that exposes an individual to unnecessary risk or harm during aviation operations.

C27.1.4 **Incident with Potential.** An incident that narrowly misses being an accident and in which the circumstances indicate significant potential for substantial damage or serious injury. Classification of an incident as an "Incident with Potential" is determined by the agency ASM.

C27.1.5 **Maintenance Deficiency.** An equipment defect or failure which affects or could affect the safety of operations, or that causes an interruption to the services being performed.

C27.1.6 **Mishap - Aviation Mishap.** Mishaps include aircraft accidents, incidents with potential, aircraft incidents, aviation hazards, and aircraft maintenance deficiencies.

C27.1.7 **SafeCom (https://www.safecom.gov/).** An agency Aviation Safety Communique used to report any condition, observance, act, maintenance problem, or circumstance which has potential to cause an aviation related accident (Form OAS-34 or FS 5700-14).

**C27.2 Mishap Reporting.**

The Contractor must immediately, and by the most expeditious means available, notify the NTSB AND the OAS ASM when an "Aircraft Accident" or NTSB reportable "Incident" occurs.

C27.2.1 The OAS ASM and CO must immediately be notified for any mishap involving the Department of the Interior that results in an accident, incident involving damage or injury, or overdue aircraft suspected of having an accident by the most expeditious means available (888-4MISHAP). In an effort to prevent future aircraft mishaps, it is the responsibility of the Contractor to report known aircraft accidents, aviation hazards, and maintenance deficiencies. It is the Department of the Interior’s responsibility to investigate Interior aircraft mishaps using one of the following investigation procedures.

C27.2.2 On-site investigations will be conducted whenever possible for all aircraft accidents and selected incidents with potential.

C27.2.3 Limited investigations will be conducted for selected incidents with potential. A limited investigation will not normally include a visit to the incident site.

C27.2.4 Administrative investigations will be conducted for reports of conditions, observances, acts, maintenance problems, or circumstances, which may have the potential to cause an aircraft mishap.

C27.2.5 The toll free 24-hour Interagency Aircraft Accident Reporting Hot Line number is: 1-888-4MISHAP (1-888-464-7427)

**C27.3 Forms Submission.**

C27.3.1 Following an "Aircraft Accident" or when requested by the NTSB following notification of a reportable "Incident," the Contractor must provide the OAS ASM with information necessary to complete a NTSB Form 6120.1/2 “Pilot/Operator Aircraft Accident Report”.

C27.3.2 The Contractor is required to submit a "SafeCom" to the OAS ASM within 5 days upon the occurrence of any condition, observance, act, maintenance problem, or circumstance which has potential to cause an aviation-related mishap. Submission via the internet at https://www.safecom.gov/ is preferred. Blank SafeComs can be obtained from the above internet site. Hard copy documents can be mailed or faxed to:

The Department of the Interior, OAS  
ATTN: Aviation Safety Manager (ASM)  
300 E. Mallard Drive, Suite 200  
Boise, ID 83706-3991  
Fax: 208-433-5007

**C27.4 Pilot Suspension.**

C27.4.1 Upon receipt of any information that indicates a serious safety concern or notification of a reportable incident as defined within 49 CFR 830.5, the Government (OAS ASM or carding authority) may suspend the pilot from their duties and from any other activity authorized under the Interagency Pilot Qualification card(s), pending the outcome of the agency investigation.

C27.4.2 Upon involvement in an Aircraft Accident, a pilot will be suspended from pilot duties and from any other activity authorized under the Interagency Pilot Qualification card(s). Their return to service is dependent upon the outcome of the investigation.

C27.4.3 Upon involvement in an Incident with Potential as defined under Mishaps, a pilot may be suspended from pilot duties and from any other activity authorized under the Interagency Pilot Qualification card(s), pending the investigation outcome.

C27.4.4 When requested, a suspended pilot must surrender all Interagency Pilot Qualification card(s) to the COTR or other authorized agency representative. A pilot’s suspension will...
continue until the OAS ASM and carding authority determines that no further suspension is required. The Interagency Pilot Qualification card(s) is returned to the pilot; or revoked by the issuing agency if the investigation fails to support a pilot’s return to service.

C27.5 Preservation Requirements.

C27.5.1 Preservation Requirements. The Contractor must not permit removal or alteration of the aircraft, aircraft equipment, or records following an Aircraft Accident, Incident, or Incident with Potential until authorized to do so by the NTSB. Following release by the NTSB, the OAS ASM, CO or other authorized agency representative may retain or release the aircraft. Permitted exceptions to this requirement are when life or property are threatened, when the aircraft is blocking an airport runway, etc. The Contractor must immediately notify the OAS ASM, NTSB and the CO when taking such actions.

C27.5.2 The NTSB’s release of the wreckage does not constitute a release by the CO.

C27.6 Mishap Investigations

C27.6.1 The Contractor must maintain an accurate record of all aircraft accidents, incidents, aviation hazards, and injuries to Contractor or Government personnel arising during this contract.

C26.6.2 Following a mishap, the Contractor must ensure that pilots, mechanics or other personnel associated with the aircraft remain in the vicinity of the mishap until released by the CO or their designated representative. The Contractor must cooperate with the agency during any investigation and make available personnel and aircraft records, and any equipment, damaged or undamaged, that the agency deems necessary.

C27.7 Costs Related to Investigation.

The NTSB or agency will determine their individual agency’s investigation cost responsibility. The Contractor will be fully responsible for any cost associated with the reassembly, approval for return-to-service, and return transportation of any items disassembled by the Government.

C27.8 Rescue and Salvage Responsibilities.

The Contractor must be responsible for the cost of search, rescue, and salvage operations made necessary due to causes other than negligent acts of a Government employee.

C28 Economic Price Adjustment - Fuel

C28.1 During the contract period, the contractor may request in writing an hourly flight rate adjustment as set forth herein to reflect increases and decreases in the cost of commercial aviation fuel. The CO has the discretion to adjust the fuel prices if the market reflects a substantial change either higher or lower than the base price.

C28.2 The Contractor warrants that the prices offered for this contract do not include any allowances for any contingency to cover increased costs for which adjustment is provided under this clause.

C28.3 Base Price.

The base price is the commercial price obtained by the Government for the specific fuel type at the designated Fuel Source Location identified in Section A, Requirements and Prices. The Fuel Source Location is normally at or near the designated base specified in the solicitation. The base price may also be an average price of more than one fuel source location if the solicitation is for on-call flight services or more than one designated base.

C28.4 Reference Price.

The reference price is the commercial fuel price at the Fuel Source Location cited in Section A in effect at the time of adjustment. No other locations will be considered when making adjustments. The CO will establish an updated Base Price in a unilateral contract modification to the contractor once the new flight rates are established.

C28.5 Flight Rate Adjustment.

Adjustment to the hourly flight rate is the difference between the Reference Price and the Base Price multiplied by the hourly fuel consumption rate for the type aircraft involved as shown in the Helicopter Fuel Consumption and Weight Reduction Chart Exhibit 2. Amounts of 50 cents or less will be rounded down and amounts of 51 cents or more will be rounded up.

C28.5.1 The hourly flight rate will be adjusted upward by the CO in a unilateral contract modification, whenever the CO confirms the contractor’s Reference Price is more than 10 percent higher than the Base Price at the Fuel Source Location identified in the Fuel Adjustment Table in Section A.

C21.5.2 The hourly flight rate will be adjusted downward by the CO in a unilateral contract modification, whenever the CO confirms that the contract Base Price is more than 10 percent lower than the current Commercial Fuel Price at the Fuel Source Location identified in the Fuel Adjustment Table in Section A.

C21.5.3 Fuel price adjustments are subject to review by the CO at any time during the contract period. The revised Base Price will remain in effect for the duration of the contract, including option years.

C21.5.4 The effective date of the flight rate adjustment will be stated on the unilateral modification signed by the CO. All flight hour adjustments will be made in AMS based upon the effective date stated in the modification.
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C29 Reserved

CONTRACT PERIOD AND RENEWAL

C30 Contract Period

The contract period will be from date of award through December 30, 2021, unless otherwise extended as allowed herein.

Option Year 1: January 1, 2018 through December 30, 2018
Option Year 2: January 1, 2018 through December 30, 2019
Option Year 3: January 1, 2020 through December 30, 2020
Option Year 4: January 1, 2021 through December 30, 2021

C31 Option to Extend the Term of the Contract (Mar 2000)

(a) The Government may extend the term of this contract by written notice to the Contractor within 30 days; provided that the Government gives the Contractor a preliminary written notice of its intent to extend at least 60 days before the contract expires. The preliminary notice does not commit the Government to an extension.

(b) If the Government exercises this option, the extended contract shall be considered to include this option clause.

(c) The total duration of this contract, including the exercise of any options under this clause, shall not exceed 5 years and 6 months.

C32 52.217-8 Option to Extend Services (Nov 1999)

The Government may require continued performance of any services within the limits and at the rates specified in the contract. These rates may be adjusted only as a result of revisions to prevailing labor rates provided by the Secretary of Labor. This option provision may be exercised more than once, but the total extension of performance hereunder shall not exceed 6 months. The CO may exercise the option by written notice to the Contractor prior to the expiration of the contract.

C33 IBCM-AQD-6900-058 Option to Extend Services

AQD Evaluation of Options Provision (OCT 2015)

The Government will evaluate offers for award purposes by adding the total price for all options to the total price for the basic award. This solicitation notifies offerors that the award will include the Government’s unilateral option to extend performance for an additional period up to six months under FAR 52.217-8, during which the pricing and terms of the period in which the option was exercised would apply. The Government cannot predict if or when the option may be exercised. Because any exercise of the Government’s option extends the pricing and terms of the period in which the option was exercised, the Government expressly and affirmatively evaluates pricing for the option to extend under 52.217-8 co-extension with the Government’s price evaluation for each of the base and option periods of this award. Because pricing for each period subject to possible extension under the 52.217-8 has been evaluated, pricing for any possible future use of that option to extend has, likewise, been evaluated and would apply in strict accordance with this evaluation in the event of the Government’s exercise of the option to extend services.

AVAILABILITY REQUIREMENTS

C34. Orders for Service

C34.1 The Government does not guarantee the placement of any task orders for use under this contract, and the Contractor is not obligated to accept any task orders. However, failure of a Contractor to have equipment and/or personnel available and approved, as specified for use, may result in termination of this contract.

C34.2 Orders for service will be placed by the Government as needs become known. All task orders shall be placed by a Contracting Officer (CO) from the Acquisitions Services Directorate (AQD) Office, Boise, ID. The Contractor shall immediately contact the CO if contacted for a project to be accomplished under the WH&B/ACETA contracts and no task order has been issued under their contract. If the Contractor accepts a task order issued by the CO, the Contractor shall be obligated to perform in accordance with the terms and conditions stated herein and under the applicable item. If none of the Contractors awarded a contract are available or capable of performing a specific project or if found to be cost prohibitive, the CO reserves the right to utilize other sources to accomplish the project.

C34.3 Orders for service under this contract will be placed with the Contractor offering the best value to the Government for aircraft services conforming to the Government's individual project requirements. The Government will make its selection for a project based upon familiarity with the work to be done, location of contractor, past performance, aircraft capability and price. Total cost to the Government, to include mobilization and demobilization costs from the Contractor's Base of Operations and/or point of hire location, as well as any other probable cost to the Government, will be substantial factors used in determining Contractor selection.

C34.4 Pricing offered under Section A will remain in effect for the duration of this contract. No changes will be made or accepted from the Contractor unless specifically authorized by another provision (i.e. Fair Labor Standards Act and Service Contract Act - Price Adjustment Provision, per animal pricing, etc.). The Government reserves the right to adjust additional pay item pricing. Such adjustments will be made only by the CO.

C34.5 Contractor-provided gunners. The Contractor is responsible for ensuring Contractor-provided gunner(s) have been adequately trained and are proficient in aerial gunning, darting, or net gunning operations.
C34.6 Contractor-provided animal handler(s). It is the Contractor’s responsibility to ensure Contractor-provided animal handler(s) are trained and knowledgeable about the handling of a variety of wildlife and processes that may be used to tag, collar, or sample the animals.

C34.7 Contractor-provided Veterinary Services. It is the Contractor’s responsibility to ensure Additional Contractor-provided Veterinary Support are trained and knowledgeable about the handling of a variety of wildlife and processes that may be used to tag, collar, or sample the animals. All Veterinarians shall have the proper licensing for the class of drugs they are handling.

C34.8 Capture Operations Questionnaire. Animal capture operations under this contract may be performed with either Contractor or Government personnel performing aerial gunning, net gunning, and darting and/or animal handling operations. To provide clarity of services required, a capture operation questionnaire will be completed, endorsed and dated by the requesting/ordering unit lead, describing details (statement of work) of capture operations activity (see Exhibit 15). This questionnaire will be provided to the Contractor(s) at the time of the order request from the CO. Contractor is responsible for reviewing the questionnaire and providing all required equipment/services identified on the Questionnaire. Contractor’s inability to provide any of the equipment on the list may result in no order placement by the CO for the requested services.

C34.9 Veterinary supplies may be provided by the Government or Contractor. When provided by the contractor all project necessary veterinarian supplies will be reimbursable to the contractor. An evaluation will be made at the time of ordering services of the Contractor’s capability to provide all required equipment/services.

C34.10 Pricing not established under Section A (i.e. per animal). Based upon requests from DOI bureaus the CO will solicit specific pricing for a project to be paid on a basis other than a flight rate from Contractors who are awarded the applicable item. No work shall be done using this option until a modification has been issued to the successful Contractor’s contract or a verbal approval is received from the CO.

C34.11 Cancellation. Individual project task orders placed under this contract are subject to cancellation by either party at no cost upon 72-hour advance notice prior to the project, unless a longer period is agreed upon in writing with the CO. Projects cancelled by the Government under 72-hours from project start date are subject to payment to the contractor for three hours of Guarantee Flight Time at the Program Item Rate for the project originally scheduled.

C34.12 Projects that are cancelled before completion due to excessive animal mortalities will result in payment for actual services provided and no minimum guarantee will be paid. If a mortality rate will apply to a project, the CO will notify the contractor at the time of Contractor selection for the project.

C34.13 Extended Standby. Extended standby is intended to provide the Contractor compensation for employee time when ordered services are provided in excess of the first nine hours of service. Ordered standby must not exceed individual crew members’ daily duty limitations. Extended standby is not intended to compensate the Contractor on a one-to-one basis for all hours necessary to service and maintain the aircraft. Extended Standby does not apply to Additional Personnel priced under the Daily Rate.

C35 Government Cancellations

C35.1 Cancellation of Task Orders by the Ordering Activity. The Government reserves the right to unilaterally cancel any order placed under this contract by providing the Contractor with a minimum of 24 hours written notice. The cancellation may be verbal, but must be confirmed in writing immediately with the Contractor with a copy being provided to the Contracting Officer by the most expeditious method (fax, email, mail, etc.) available. Cancellations shall include the Order Number issued to the contractor. Cancellations received by the Contractor not later than 24 hours prior to the Contractor’s established reporting date and hour shall be at no cost to the Government.

C35.2 Cancellations that occur less than 24 hours prior to the date and hour set for reporting for services shall be paid in accordance with the following:

- C35.2.1 Prior to Contractor departure to work location: the amount equal to one hour of flight time at the specified aircraft contract flight rate. (No availability, guarantee, subsistence or other miscellaneous items)

- C35.2.2 After Contractor’s departure to work location: the amount equal to one hour of flight time at the specified aircraft contract flight rate AND actual flight time and fuel servicing vehicle mileage necessary to return aircraft and fuel vehicle to the Contractor’s point of hire location. (Outbound and return flight and mileage) (No availability, guarantee, subsistence, or other miscellaneous items not directly incurred as a result of actual flight time and fuel vehicle mileage incurred)

- C35.2.3 The Contractor will submit claims for cancellations in the same manner other requests for payments are made.

C36 Schedule of Operations and Reaction Time

The Government will schedule daily operations with the pilot. The Contractor’s personnel must provide service, as directed by the Government, in one of the following categories:

C36.1 Standby. Personnel must be on standby each day as scheduled and must be ready for takeoff/dispatch within 15
C36.2 Alert. After standby Contractor personnel may be authorized to leave the immediate vicinity of the work site, but remain in an on call status subject to call back. When authorized to leave, they must maintain communications acceptable to the Government and must be ready for takeoff/dispatch within 60 minutes (or longer, if authorized by the Government) after the Government attempts to contact the Contractor's representative. Failure to return to service as required will result in loss of availability status and extended standby, as applicable.

C36.3 Release From Duty. Contractor personnel may be released and considered to be off duty prior to lapse of their individual crew duty limitation period. Once released, they cannot be required to return to duty status that day and service will be recorded as fully available status, provided the COR/PI has approved in advance release of the Contractor's personnel.

C37 Maintenance During Availability Period

C37.1 The COR or PI may approve Contractor requests to remove the aircraft from service to permit the Contractor to perform scheduled or unscheduled maintenance. The Government will continue to measure and pay for service availability throughout periods approved for maintenance. The COR/PI may require the Contractor to resume service within 60 minutes or any other agreed upon time period. Failure to do so would result in unavailability status.

C37.2 If the aircraft is not scheduled for service or service is unavailable, the aircraft may be removed from the operating base for maintenance, provided the Contractor: (1) Obtains the schedule of operations from the COR/PI, (2) returns the aircraft to service before the beginning of the next availability period, AND (3) uses the aircraft for maintenance test flights, or flight to and from maintenance facilities, only.

C38 Unavailability and Damages

C38.1 The Contractor will be considered to be unavailable when they are not in compliance with all contract requirements or are not capable of providing service as scheduled by the Government. Unavailability status will continue until the Contractor has notified the COR or PI, that they are available and the COR is satisfied that all the conditions below have been met.

C38.1.1 The contractor may be required to demonstrate their availability by providing documented evidence to the COR and COTR that the deficiency has been corrected. Evidence may be in the form of pictures and/or aircraft record/logbook entries documenting the corrective action, including the date, signature and certificate number of the person clearing the deficiency. Depending on the magnitude of the deficiency, the COR and/or COTR may also require a physical inspection by an OAS inspector.

C38.1.2 Once the documented evidence is approved by the COTR, the COR will consider the contractor available from the time the contractor notified the COR of their availability (See C38.1). If the COTR requires additional actions from the contractor, the COR will consider the contractor available from the actual date that all deficiencies were corrected and approved by the COTR.

C38.2 During periods of Contractor unavailability, the CO may obtain replacement services elsewhere and charge the Contractor for any resulting excess costs. The Contractor may be liable for any additional actual damages to the Government resulting from such failure to perform.

C38.3 If the contractor is unable to be in compliance due to conditions beyond their control (i.e. AFF subscription service inoperable, etc.) contractor may not be considered unavailable. The contractor needs to notify the COR or PI of the situation immediately.

C39. Additional Aircraft

C39.1 After contract award and initial inspection, the Contractor may request in writing to the CO to add aircraft(s)/equipment during the month of October each year. The aircraft(s) requested to be added must be of equal or greater performance capability as the aircraft originally awarded. The optional accessory or miscellaneous equipment must be the same equipment listed in Section A, Requirements and Pricing. It is at the Government’s discretion as to whether additional aircraft(s)/equipment will be added to the contract. Each request will be evaluated by the DOI based on needs and if the price offered is fair and reasonable. The CO will make the final determination to add aircraft(s)/equipment to a contract through a bilateral modification. The request to remove aircraft can be done anytime during the contract period.

C39.2 Add Aircraft

C39.2.1 Same make, model and series may be offered at the same price as originally awarded and identified in the contract.

C39.2.2 Different make, model and series may be offered with the submission of the Contractors bid price(s). Offered prices must be evaluated by the CO to be competitive and determined to be fair and reasonable.

C39.2.3 The written request to add an aircraft(s) must include a signed copy of the Add/Remove Aircraft/Equipment Request Form (See Exhibit 15, Section C) and a copy of the list required by 14 CFR 135.63 or
Operations Specifications Part D. The required documents shall be submitted to the Contracting Officer.

- Operations Specifications D085
- Weights and Balance
- Load Calculation
- Equipment Listing
- HOGE/HIGE Charts

The contractor shall be responsible for contacting the COTR for scheduling an inspection. See C4.8 and C4.9 relative to inspection and cost of inspection for additional aircraft.

C39.2.4 If the contractor returns a leased aircraft or sells an aircraft on contract, the contractor is required to notify the Contracting Officer and the COTR within 30 days of the action. To remove an aircraft after award, the Contractor must request in writing to the CO by submitting a signed copy of the Add/Remove Aircraft/Equipment Request Form. (See Exhibit 15)

C39.3 Add Equipment

C39.3.1 The written request to add Optional accessory and miscellaneous equipment must include a signed copy of the Add/Remove Aircraft/Equipment Request Form (See Exhibit 15).

C39.4 Remove Aircraft(s)/Equipment

C39.4.1 The removal of either aircraft or equipment can be done at any time during the contract period. The written request shall be done by signing the Add/Remove Aircraft/Equipment Request Form (See Exhibit 15 and submitted to the Contracting Officer.

C40 Onboarding Procedures

Onboarding Procedures
The Government reserves the right to announce a new competition (Onboarding) for the purpose of adding additional small business to this multiple award, IDIQ contract holders. Onboarding procedures may be implemented at any time over the life of the contract (five years from date of initial award) by reopening the competition and utilizing the same basis of award established in the original solicitation D16PS00073. OAS will initiate the need for additional contract holders by contacting the Contracting Officer (CO). The CO will then assess the need for additional support or whether current contract holders can satisfy the need. Should additional support be required, the CO will publicize a notice in FedBizOpps, issue a solicitation, and complete a source selection. Contracts awarded through these Onboarding Procedures will include the same terms and conditions as those in the basic contract. Neither the overall period of performance nor the ceiling of the basic contract will be revised as a result of implementing the Onboarding Procedures.

MEASUREMENT AND PAYMENT

C41 General

C41.1 Pricing offered under Section A will remain in effect for each year's contract period. No price changes will be made or accepted from the Contractor unless specifically authorized by another provision (i.e. Fair Labor Standards Act and Service Contract Act - Price Adjustment Provision, Economic Price Adjustment-Fuel, etc.) or as otherwise determined by the CO to be in the Government's best interest. Contracts will not be modified after award with any change that may be perceived to give any one Contractor a competitive advantage over other Contractors. The Government reserves the right to adjust additional pay item pricing. Such adjustments will be made only by the CO and would apply to all Contractors.

C41.2 Measurement and payment will be made only when flight services have been ordered, accepted and provided under this contract.

C42 Contract Pricing

Unit prices for flight hours, extended standby and equipment options will be in whole dollars. If any of these unit prices are adjusted during the life of the contract, they will be adjusted to a whole dollar as follows: amounts of 50 cents or less will be rounded down and amounts of 51 cents or more will be rounded up.

Payment for services provided will be made as specified herein based upon the payment method (See C6) identified by the Government at the time of the order.

C43 Daily Availability

C43.1 Availability of service during the established project period is not measured or recorded for payment purposes under this contract but is paid indirectly under the flight rate. Availability hours may be monitored for the purpose of assuring compliance with crew duty limitations, unavailability reductions to the guarantee, and payment of extended availability if applicable.

C43.2 Whenever service is unavailable, the minimum guarantee as specified below will be reduced by the length of time service is unavailable not to exceed three hours per day. At the Government's option, in lieu of the above reduction, the project period may be extended one additional day with no increase in guarantee for each day that results in the loss three or more hours of availability.

C43.3 Unavailability. Services will be recorded and considered as unavailable whenever the Contractor fails to comply with the availability requirements specified herein pursuant to the operation schedules agreed upon by the Contractor and Government. Services will continue as unavailable until the failure is corrected and the Contractor
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has notified the on-site Government project contact that services are once again available.

C43.4 Extended Standby. Extended standby is intended to provide the Contractor compensation for employee time when ordered services are provided in excess of the first nine hours of service. Ordered standby must not exceed individual crew members' daily duty limitations. Extended standby is not intended to compensate the Contractor on a one-to-one basis for all hours necessary to service and maintain the aircraft.

C44. Flight Time

C44.1 Measurement of Flight Time. Flight time shall be measured from lift-off to touchdown and recorded in hours and tenths. Flight time shall be measured by means of an approved electrical time recorder as required in Section B.

C44.2 Payment for Flight Time. Payment will be made at the rates set forth in Section A for all flights ordered by the CO or CO's designated representative and flown by the Contractor.

C44.3 Flight Time Guarantee. The Government will pay the Contractor a flight guarantee when documented on the invoice. Payment will be made, by project, for the greater of (a) actual flight time, or (b) a total guarantee determined by multiplying the number of project days (to include mobilization and demobilization) of ordered service by three (3) hours per day.

C44.3.1 Project services beginning after 1200 hours on the first day and/or services terminating before 1200 hours on the last day will be measured as one-half day for purposes of calculating the guarantee. Project services beginning before 1200 hours on the first day and/or services terminating after 1200 hours on the last day will be measured as one day for purposes of calculating the guarantee. The guarantee will not accrue after the aircraft has been released.

C44.3.2 Guaranteed flight time due shall be billed upon conclusion of the project. A line entry shall show the flight time due, indicating GT as a pay item. Payment will be made at the flight rate specified in Section A. Flight Time recorded as unavailable (C39) will be included in the Guarantee flight time calculation. Flight time that the contractor was unavailable will be subtracted from guarantee flight time.

C44.4 Flights Associated with Inspection. Flight time associated with OAS (agency) inspection(s) shall be at the expense of the Contractor and will not be measured for payment.

C44.5 Flights for Contractor's Benefit. Payment will not be made for flights for the benefit of the Contractor such as maintenance test flights, ferrying to and from maintenance facilities, flights required following an engine change, commercial charters, and flights solely for transportation of Contractor's personnel.

C44.6 Extended Standby. The Government will measure extended standby in full hours and will round up to the next whole hour, not to exceed each crew member's duty limitations specified under Section B. The Government will pay for extended standby at the prices set forth in Section A, and as measured above. Extended standby will be measured and paid only for full hours of service provided. Extended Standby does not apply to Additional Personnel ordered under the Daily Rate.

C45. Mobilization/Demobilization

C45.1 The Government will reimburse the contractor for all mobilization and demobilization costs to and from the contractor's Base of Operations, or point of hire, whichever is less to the Reporting Location.

C45.2 The Contractor may ferry the helicopter in lieu of trailering. The ferry flight rate in Section A is for flight time to and from the Contractors Base of Operations, or point of hire, whichever is less.

C45.2.1 Flight distance will be measured using the most direct route taken from low level en route aeronautical charts. The net distance will be converted into hours of flight using the most economical cruise speed of the aircraft. The adjustment will be determined by multiplying the difference in distance (hours of flight) by the flight rate stipulated in Section A.

C45.3 Fuel servicing vehicle mileage will be measured using the most direct route taken from the Household Goods Carriers' Bureau Mileage Guide developed by Rand McNally and Company.

C46. Price Per-Animal Captured by Net Gun/dart gun — Item 5B/ 8B

(Applicable to fully Contractor provided services that are paid on a flight rate basis only). The Contractor will be paid the rate specified in Section A (Items 17e) for each animal captured by darting or net gun and delivered and/or processed as required for the project. The animal must be alive or accepted by the project contact representative in order to qualify for this rate. This price is in addition to actual flight time payment.

C47. Helicopter Trailering

C47.1 (Applicable to Contractors offering helicopter trailering capability). For purposes of determining order placement mobilization/demobilization pricing, the Government will consider helicopter trailering items, when offered, over flight time when the Government’s project base is over 300 road miles from the Contractor’s identified operating base/location.
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C47.2 The lump sum amount specified in Section A will be paid each time the Contractor must load & unload the helicopter from the trailer. (Typically trailering would be 2 – load & unload for a project, with each (load & unload) being paid at the lump sum rate offered.) (i.e. Load helicopter at Contractor’s base and remove at Government project site; this is one load & unload and payment would be made for the lump sum amount AND at end of project, load helicopter and trailer to Contractor’s operating base and unload; this is the second load & unload and payment would be made for the lump sum amount.)

C47.2.1 Actual trailering mileage will be paid at the trailering mileage rate offered in Section A. The trailering mileage rate is used only when the helicopter is actually trailered and is in lieu of the fuel vehicle mileage rate established for projects.

C48. Government Miscellaneous Charges

Miscellaneous charges for goods or services furnished by the Government, on behalf of the Contractor, will be deducted from amounts due under the contract.

C49. Additional Personnel

C49.1 Additional Net or Dart Gunner. If an additional gunner is ordered to support a capture project, the Contractor will be paid the appropriate daily rate specified in Section A. Extended Standby does not apply to Additional Net or Dart Gunner Personnel.

C49.2 Additional Animal Handler. If additional animal handler(s) are ordered to support a project, the Contractor will be paid the daily rate specified in Section A for each additional person. If the Contractor is providing handlers for the project, it is the Contractor's responsibility to assure an adequate number of handler(s) will be provided for the animal species to be captured. The Government reserves the right to identify a reasonable number of handlers that will be needed and subsequently paid for any given capture project. Extended Standby does not apply to Additional Animal Handler Personnel.

C49.3 Veterinary Service. If ordered specifically for a project, the Contractor will be paid the daily rate specified in Section A for the services of a licensed veterinary. Extended Standby does not apply to Veterinary Personnel. Any drugs, darts and/or capture related chemical expenses will be reimbursed when supplied by the contractor (see C34.9).

C50. Additional Pay Items (from Schedule of Items)

Claims for additional pay items addressed herein must be documented on the invoice for payment and supported by invoice(s) and/or document(s), as required below. The Government will not pay claims submitted with incomplete or missing supporting documentation.

C50.1 Subsistence Allowance. A claim for a subsistence allowance (lodging and/or meals) may be made for each authorized crewmember’s overnight stay (including additional personnel), including mandatory days off, when assigned to a location away from the contractor’s base of operations subject to the following:

C50.1.1 The Government, at its option, may provide meals and/or lodging (which may be remote field or fire camp accommodations). If not Government provided, the Contractor may claim an overnight allowance equal to the Federal Travel Regulation (FTR) standard rate (or high rate, if applicable, for the location of the overnight).

C50.1.1.1 No additional amount(s) shall be paid for lodging taxes, occupancy sales tax, city tax, or such taxes or other costs that may be imposed by lodging facilities at any location. No additional amount shall be paid for lodging amounts that exceed the FTR applicable standard or high rates.

NOTE: Any invoice submission that includes amounts in excess of the FTR specified locality rates will be rejected for payment. The Contractor will be required to resubmit at the FTR allowable rate for the overnight area.

C50.1.1.2 No lodging receipts are required to support the subsistence claim.

C50.1.2 If the Contractor does not use Government provided meals and/or lodging, the Government will not pay for Contractor costs incurred for travel to alternate meal or lodging locations.

C50.1.3 Unless the Government makes three meals available to the Contractor’s employees, the applicable FTR total rate for meals and incidental expenses will be paid.

C50.1.4 If partial subsistence, either three meals or lodging, is provided by the Government, the Contractor will be paid at current FTR rates for the portion that is Contractor provided. Lodging will be handled as stated above. Current rates are established by the FTR. For current FTR per diem rates see Internet site http://www.gsa.gov/portal/c category/21287.

C50.1.5 The Government is not contractually obligated to provide miscellaneous food/drinks/refreshments for Contractor employees at project locations. While some locations may provide food/drink/refreshments to crews, including Contractor personnel, this intermittent availability does not create an ongoing Government obligation to furnish at every site/location.

C50.2 Fuel Servicing Vehicle Mileage. The Contractor will be paid the rate per mile stipulated in Section A for a fuel servicing vehicle meeting the requirements of this contract when it is dispatched to provide support to the aircraft away from the contractors Base of Operations.
C50.3 **Fuel Supply Expense.** The Contractor is responsible for the cost of all fuel required for contract performance. When the Contractor is ordered to operate from an alternate base, the Government will direct the Contractor to obtain fuel for the helicopter from commercial sources at no additional cost to the Government.

C50.4 **Miscellaneous Contractor Costs.** Miscellaneous unforeseeable costs that cannot be recovered through the contract payment rates and that are the direct result of ordered services may be paid at actual costs.

C50.5 **Landing Fees.** The Government will pay the Contractor for all landing fees the Contractor is required to pay. The Contractor must support any cost exceeding $75.00 with an itemized, paid invoice.

**C51. Exhibits**
The following exhibits are made part of this contract:

**Section B**
1. Standard Interagency Load Calculation Form
2. Helicopter Fuel Consumption and Weight Reduction Chart
3. Unacceptable Lap Belt and Shoulder Harness Conditions
4. Acceptable Paint Schemes
5. First Aid Kit and Survival Kit
6. FS/OAS Drawing A-16
7. Helicopter Synthetic Longline Requirements
8. FS/OAS Drawing A-17
9. Helicopter Like Makes and Models

**Section C**
10. Statement of Equivalent Rates for Federal Hires
11. Department of Labor Wage Determination Information
12. Unavailability Conversion Chart
13. Transportation Worksheet
15. Add/Remove Aircraft request Form
16. Subcontracting Percentage Worksheet
### EXHIBIT 1

**STANDARD INTERAGENCY LOAD CALCULATION METHOD AND FORM**

<table>
<thead>
<tr>
<th>INTERAGENCY HELICOPTER</th>
<th>MODEL</th>
</tr>
</thead>
<tbody>
<tr>
<td>LOAD CALCULATION</td>
<td>N#</td>
</tr>
<tr>
<td>OAS-67/FS 5700 (10/06)</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>PILOT(S)</th>
<th>DATE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mission</td>
<td>Time</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>1 DEPARTURE</th>
<th>PA</th>
<th>OAT</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>2 DESTINATION</th>
<th>PA</th>
<th>OAT</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>3 HELICOPTER EQUIPPED WEIGHT</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>4 FLIGHT CREW WEIGHT</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>5 FUEL WT (_________ gallons X _______ lb. per gal)</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>6 OPERATING WEIGHT (3 + 4 + 5)</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>Non-Jettisonable</th>
<th>Jettisonable</th>
</tr>
</thead>
<tbody>
<tr>
<td>HIGE</td>
<td>HOGES</td>
</tr>
<tr>
<td>HOGES-J</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>7a PERFORMANCE REF (List page/chart from FM)</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>7b COMP GROSS WT (FM performance section)</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>8 WT REDUCTION (Req for all non-jettisonable)</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>9 ADJUSTED WEIGHT (7b minus 8)</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>10 GROSS WT LIMIT (FM limitations section)</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>11 SELECTED WEIGHT (Lowest of 9 or 10)</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>12 OPERATING WEIGHT (From line 6)</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>13 ALLOWABLE PAYLOAD (11 minus 12)</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>14 PASSENGERS/CARGO MANIFEST</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>15 ACTUAL PAYLOAD (Total of all weights listed in Item 14)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Line 15 must not exceed line 13 for the intended mission.</td>
</tr>
</tbody>
</table>

PILOT SIGNATURE

MGR SIGNATURE

Hazmat

Yes ____ No ___
EXHIBIT 1

STANDARD INTERAGENCY LOAD CALCULATION METHOD AND FORM (CONT.)

Interagency Helicopter Load Calculation Instructions

A load calculation must be completed for all flights. A new calculation is required when operating conditions change (±1,000’ in elevation or ±5 °C in temperature) or when the helicopter operating weight changes (such as changes to the equipped weight, changes in flight crew weight, or a change in fuel load).

All blocks must be completed. Pilot must complete all header information and items 1-13. Helicopter manager completes items 14 and 15.

1. **Departure.** Name of departure location and current pressure altitude (PA, read altimeter when set to 29.92) and outside air temperature (OAT, in Celsius) at departure location.

2. **Destination.** Name of destination location and PA and OAT at destination. If destination conditions are unknown, use MSL elevation from a map and standard lapse rate of 2 °C/1,000’ to estimate OAT.

Check the box in line 1 (departure) or line 2 (destination) to indicate the most restrictive values used to obtain computed gross weight in line 7b.

3. **Helicopter equipped weight.** Equipped weight equals the empty weight (as listed in the weight and balance data) plus the weight of lubricants and onboard equipment required by contract (i.e., survival kit, rappel bracket).

4. **Flight crew weight.** Weight of the pilot and any other assigned flight crewmembers on board (i.e., copilot, flight engineer, navigator) plus the weight of their personal gear.

5. **Fuel weight.** Number of gallons on board X the weight per gallon (jet fuel = 7.0 lb./gal; AvGas = 6.0 lb./gal).

6. **Operating weight.** Add items 3, 4 and 5.

7a. **Performance references.** List the specific flight manual supplement and hover performance charts used to derive computed gross weight for line 7b. Separate charts may be required to derive HIGE, HOGE, and HOGE-J. **HIGE:** Use hover-in-ground-effect, external/cargo hook chart (if available). **HOGE and HOGE-J:** Use hover-out-ground-effect charts for all HOGE operations.

7b. **Computed gross weight** Compute gross weights for HIGE, HOGE, and HOGE-J from appropriate flight manual hover performance charts using the pressure altitude (PA) and temperature (OAT) from the most restrictive location, either departure or destination. Check the box in line 1 (departure) or line 2 (destination) to indicate which values were used to obtain computed gross weight.

8. **Weight reduction.** The Government weight reduction is required for all “non-jettisonable” loads. The weight reduction is optional (mutual agreement between pilot and helicopter manager) when carrying jettisonable loads (HOGE-J) where the pilot has total jettison control. The appropriate weight reduction value, for make and model, can be found in the current helicopter procurement document (contract).

9. **Adjusted weight.** Line 7b minus line 8.

10. **Gross weight limitation.** Enter applicable gross weight limit from limitations section of the basic flight manual or the appropriate flight manual supplement. This may be maximum gross weight limit for takeoff and landing, a weight/altitude/temperature (WAT) limitation or a maximum gross weight limit for external load (jettisonable). Limitations may vary for HIGE, HOGE, and HOGE-J.

11. **Selected weight.** The lowest weight, either line 9 or 10, will be entered for all loads. Applicable limitations in the flight manual must not be exceeded.

12. **Operating weight.** Use the value entered in line 6.

13. **Allowable payload.** Line 11 minus line 12. The maximum allowable weight (passengers and/or cargo) that can be carried for the mission. Allowable payload may differ for HIGE, HOGE, and HOGE-J.

14. **Passengers and/or cargo.** Enter passenger names and/or type and weights of cargo to be transported. Include mission accessories, tools, gear, baggage, etc. A separate manifest may be used.

15. **Actual payload.** Total of all weights listed in item 14. Actual payload must not exceed allowable payload for the intended mission profile; i.e., HIGE, HOGE, or HOGE-J. **Both pilot and helicopter manager must review and sign the form.** Check if hazmat is being transported. Manager must inform the pilot of type, quantity, and location of hazmat on board.
## EXHIBIT 2

**HELICOPTER FUEL CONSUMPTION AND WEIGHT REDUCTION CHART**

<table>
<thead>
<tr>
<th>Fuel Consumption</th>
<th>Load Calculation</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>EUROCOPTER</strong></td>
<td></td>
</tr>
<tr>
<td>AS-330J</td>
<td>179</td>
</tr>
<tr>
<td>AS-332L-1</td>
<td>160</td>
</tr>
<tr>
<td>AS-350B/350BA</td>
<td>45</td>
</tr>
<tr>
<td>AS-350B-1</td>
<td>46</td>
</tr>
<tr>
<td>AS-350B-2</td>
<td>48</td>
</tr>
<tr>
<td>AS-350B-3</td>
<td>50</td>
</tr>
<tr>
<td>AS-350D</td>
<td>38</td>
</tr>
<tr>
<td>AS-355F-1/355F-2</td>
<td>58</td>
</tr>
<tr>
<td>AS-365N-1</td>
<td>87</td>
</tr>
<tr>
<td>BK-117</td>
<td>77</td>
</tr>
<tr>
<td>BO-105CBS</td>
<td>55</td>
</tr>
<tr>
<td>SA-315B</td>
<td>58</td>
</tr>
<tr>
<td>SA-316B</td>
<td>58</td>
</tr>
<tr>
<td>SA-318C</td>
<td>56</td>
</tr>
<tr>
<td>SA-319B</td>
<td>55</td>
</tr>
<tr>
<td>SA-341G</td>
<td>56</td>
</tr>
<tr>
<td>EC-120</td>
<td>31</td>
</tr>
<tr>
<td>EC-130-B4</td>
<td>53</td>
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<tr>
<td>EC-135</td>
<td>64</td>
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<td>95</td>
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<tr>
<td>EC-225</td>
<td>183</td>
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<tr>
<td><strong>BELL</strong></td>
<td></td>
</tr>
<tr>
<td>47</td>
<td>17A</td>
</tr>
<tr>
<td>47/SOLOY</td>
<td>23</td>
</tr>
<tr>
<td>204B (UH-1 SERIES)</td>
<td>86</td>
</tr>
<tr>
<td>204 Super B</td>
<td>90</td>
</tr>
<tr>
<td>205A-1</td>
<td>88</td>
</tr>
<tr>
<td>205A-1++</td>
<td>90</td>
</tr>
<tr>
<td>206B-II</td>
<td>25</td>
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<tr>
<td>205B-II</td>
<td>27</td>
</tr>
<tr>
<td>206L-1</td>
<td>32</td>
</tr>
<tr>
<td>206L-3 (i.e. L-1 C30P)</td>
<td>38</td>
</tr>
<tr>
<td>206L-4</td>
<td>38</td>
</tr>
<tr>
<td>210</td>
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</tr>
<tr>
<td>UH-1B Super</td>
<td>88</td>
</tr>
<tr>
<td>UH-1F</td>
<td>88</td>
</tr>
<tr>
<td>UH-1H (-13 engine)</td>
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</tr>
<tr>
<td>UH-1H (-17 engine)</td>
<td>90</td>
</tr>
<tr>
<td>TH-1L</td>
<td>88</td>
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</table>

Gallon/Hour | Weight Reduction - Lb
---|---
NOT ESTABLISHED | NOT ESTABLISHED
NOT ESTABLISHED | NOT ESTABLISHED
NOT ESTABLISHED | NOT ESTABLISHED
NOT ESTABLISHED | NOT ESTABLISHED
NOT ESTABLISHED | NOT ESTABLISHED
NOT ESTABLISHED | NOT ESTABLISHED
NOT ESTABLISHED | NOT ESTABLISHED
NOT ESTABLISHED | NOT ESTABLISHED
NOT ESTABLISHED | NOT ESTABLISHED
NOT ESTABLISHED | NOT ESTABLISHED
NOT ESTABLISHED | NOT ESTABLISHED
NOT ESTABLISHED | NOT ESTABLISHED
NOT ESTABLISHED | NOT ESTABLISHED
N/A | N/A
N/A | N/A
N/A | N/A
N/A | N/A
N/A | N/A
N/A | N/A

56
<table>
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<tr>
<th>Aircraft</th>
<th>Model</th>
<th>Gallons</th>
<th>Horsepower</th>
</tr>
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<tbody>
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<td>500C</td>
<td>23</td>
<td>110</td>
</tr>
<tr>
<td></td>
<td>500D/E</td>
<td>28</td>
<td>120</td>
</tr>
<tr>
<td></td>
<td>520N</td>
<td>32</td>
<td>100</td>
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<td>530F</td>
<td>34</td>
<td>120</td>
</tr>
<tr>
<td></td>
<td>600N</td>
<td>41</td>
<td>155</td>
</tr>
<tr>
<td></td>
<td>900/902</td>
<td>69</td>
<td>210</td>
</tr>
<tr>
<td><strong>HILLER</strong></td>
<td>SL-3/4</td>
<td>21A</td>
<td>90</td>
</tr>
<tr>
<td></td>
<td>UH-12</td>
<td>17A</td>
<td>90</td>
</tr>
<tr>
<td></td>
<td>1100B</td>
<td>22</td>
<td>130</td>
</tr>
<tr>
<td></td>
<td>UH-12/SOLOY</td>
<td>23</td>
<td>100</td>
</tr>
<tr>
<td><strong>SIKORSKY</strong></td>
<td>S-55T</td>
<td>47</td>
<td>170</td>
</tr>
<tr>
<td></td>
<td>S-58D/E</td>
<td>83A</td>
<td>OGE 000 IGE 400</td>
</tr>
<tr>
<td></td>
<td>S-58T/PT6T-3</td>
<td>115</td>
<td>OGE 000 IGE 400</td>
</tr>
<tr>
<td></td>
<td>S-58T/PT6T-6</td>
<td>115</td>
<td>OGE 000 IGE 460</td>
</tr>
<tr>
<td></td>
<td>S-62A</td>
<td>70</td>
<td>300</td>
</tr>
<tr>
<td></td>
<td>S-70</td>
<td>160</td>
<td>N/A</td>
</tr>
<tr>
<td></td>
<td>S-76C+</td>
<td>90</td>
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</tr>
<tr>
<td></td>
<td>S-92</td>
<td>178</td>
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</tr>
<tr>
<td><strong>ROBINSON</strong></td>
<td>R-44</td>
<td>15</td>
<td>75</td>
</tr>
</tbody>
</table>

"A" after the gallons indicates Avgas; all others are turbine.

5/10
## EXHIBIT 3

### UNACCEPTABLE AIRCRAFT LAP BELT AND SHOULDER HARNESS CONDITIONS

<table>
<thead>
<tr>
<th>Item</th>
<th>Unacceptable Conditions</th>
</tr>
</thead>
</table>
| **Webbing** | 1. Frayed: 5 percent or more  
2. Torn  
3. Crushed  
4. Swelling: twice the thickness of original web or if difficult to operate through hardware  
5. Creased: no structural damage allowed  
6. Sun deterioration: severe fading, brittleness, discoloration, and stiffness |
| **Hardware** | 1. Inoperable buckle or other hardware  
2. Nylon bushing at shoulder-harness-to-lap-belt connection missing or damaged  
3. Fabricated bushings or tie wraps used as bushings  
4. Rust/corrosion: only minor surface rust/corrosion allowed  
5. Wear: wear beyond normal use  
6. Use of any devices such as tie-wraps, safety wire, clamps etc., to attach shoulder harness buckles to lap belts buckles. |
| **Stitches** | 1. Broken or missing  
2. Severe fading or discoloring  
3. Inconsistent pattern |
| **TSO Tags (see 14 CFR 21.607)** | 1. Missing  
2. Illegible |
| **Age** | Belts/fabric over 10 years from date of manufacture will be closely inspected for possible damage from exposure to the elements, but do not have to be replaced if they can be determined to be in serviceable condition. |
EXHIBIT 4

ACCEPTABLE PAINT SCHEMES

1. Starting at the blade tip, paint the first 1/6 of the blade length with gloss white. Paint the second 1/6 of the blade length with yellow or orange. Paint the third 1/6 of the blade length with gloss white. Paint the next 1/3 of the blade length with yellow or orange. Paint the remaining 1/6 of the blade length with gloss white.

<table>
<thead>
<tr>
<th>W</th>
<th>Y</th>
<th>W</th>
<th>Y</th>
<th>W</th>
<th>HUB</th>
</tr>
</thead>
<tbody>
<tr>
<td>1/6</td>
<td>1/6</td>
<td>1/6</td>
<td>1/3</td>
<td>1/6</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>W</th>
<th>Y</th>
<th>W</th>
<th>Y</th>
<th>W</th>
</tr>
</thead>
<tbody>
<tr>
<td>1/6</td>
<td>1/3</td>
<td>1/6</td>
<td>1/6</td>
<td>1/6</td>
</tr>
</tbody>
</table>

2. One black and one white blade (two-bladed rotor systems).

3. Paint schemes previously approved under a U.S. Forest Service or Department of the Interior, ICB, Office of Aviation Services contract.

4. High visibility paint schemes and color variations specified by manufacturer in a service bulletin, instruction, or other manufacturer-published document or text.
EXHIBIT 5
FIRST AID AND SURVIVAL KITS

These are the minimum required items for special use activities in the United States and U.S. possessions. Additional survival kit items are required for flight activities conducted in Canada and Alaska.

**Minimum First Aid Kit Items**

Each kit must be in a dust-proof and moisture-proof container.

The kit must be readily accessible to the pilot and passengers.

<table>
<thead>
<tr>
<th>Item</th>
<th>Passenger Seats</th>
<th>Passenger Seats</th>
</tr>
</thead>
<tbody>
<tr>
<td>Adhesive bandage strips, (3 inches long)</td>
<td>8</td>
<td>16</td>
</tr>
<tr>
<td>Antiseptic or alcohol wipes (packets)</td>
<td>10</td>
<td>20</td>
</tr>
<tr>
<td>Bandage compresses, 4 inches</td>
<td>2</td>
<td>4</td>
</tr>
<tr>
<td>Triangular bandage, 40 inches (sling)</td>
<td>2</td>
<td>4</td>
</tr>
<tr>
<td>Roller bandage, 4 inches x 4.5 yards (gauze)</td>
<td>2</td>
<td>4</td>
</tr>
<tr>
<td>Adhesive tape, 1 inch x 5 yards (standard roll)</td>
<td>1</td>
<td>2</td>
</tr>
<tr>
<td>Bandage scissors</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Body fluids barrier kit:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2 pair latex gloves</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1 face shield</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1 mouth-to-mouth barrier</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1 protective gown</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2 antiseptic towelettes</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1 biohazard disposable bag</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**NOTE:** Splints are recommended if space permits.

**Minimum Aircraft Survival Kit Items**

Fire starter (can be two boxes of matches in waterproof containers, “metal match,” etc.)
Magnesium fire starter
Laser rescue light
Signal mirror
Signal flares (6 each)
Space blankets (one per occupant)
Candles
Whistle
One knife (includes “multi-tools” with knives)
Wire saw, axe, hatchet, or machete
Nylon rope or parachute cord (50 feet, minimum 1/8 inch (3mm) thick)
Collapsible water container
Water purification tablets
Water (one quart per occupant required except when operating over areas with adequate drinking water)
Food (2 days’ emergency rations per occupant, with a caloric value of 1,000 calories per day)
### EXHIBIT 6

**DRAWING FS/OAS A-16**

**Accessory Connector Pin Assignments**

#### Griffith Bucket (7 wire)

<table>
<thead>
<tr>
<th>Pin</th>
<th>Function</th>
<th>Function</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>Up limit relay coil</td>
<td>Up limit switch</td>
</tr>
<tr>
<td>B</td>
<td>Up switch</td>
<td>Up limit switch</td>
</tr>
<tr>
<td>F</td>
<td>28VDC/Ground (up)</td>
<td>28VDC/Ground (up)</td>
</tr>
<tr>
<td>G</td>
<td>Down limit relay coil</td>
<td>Down limit switch</td>
</tr>
<tr>
<td>H</td>
<td>Ground/28VDC (down)</td>
<td>Ground/28VDC (down)</td>
</tr>
<tr>
<td>I</td>
<td>Down switch</td>
<td>Down limit switch</td>
</tr>
</tbody>
</table>

**Sims Bucket (3 wire)**

<table>
<thead>
<tr>
<th>Pin</th>
<th>Function</th>
<th>Function</th>
</tr>
</thead>
<tbody>
<tr>
<td>B</td>
<td>28VDC/Ground</td>
<td>28VDC/Ground</td>
</tr>
<tr>
<td>G</td>
<td>Ground (close)</td>
<td>Ground (close)</td>
</tr>
<tr>
<td>I</td>
<td>28VDC (open)</td>
<td>28VDC (open)</td>
</tr>
</tbody>
</table>

**Sims Bucket (8 wire)**

<table>
<thead>
<tr>
<th>Pin</th>
<th>Function</th>
<th>Function</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>28VDC (open)</td>
<td>28VDC (open)</td>
</tr>
<tr>
<td>D</td>
<td>Ground</td>
<td>System Ground</td>
</tr>
<tr>
<td>F</td>
<td>28VDC</td>
<td>System Power</td>
</tr>
<tr>
<td>H</td>
<td>Indicator light</td>
<td>Indicator light return</td>
</tr>
<tr>
<td>I</td>
<td>28VDC (close)</td>
<td>28VDC (close)</td>
</tr>
</tbody>
</table>

#### Chadwick Bucket (2 wire)

<table>
<thead>
<tr>
<th>Pin</th>
<th>Function</th>
<th>Function</th>
</tr>
</thead>
<tbody>
<tr>
<td>B</td>
<td>28VDC/Ground (open)</td>
<td>28VDC/Ground (open)</td>
</tr>
<tr>
<td>H</td>
<td>Ground/28VDC (close)</td>
<td>Ground/28VDC (close)</td>
</tr>
</tbody>
</table>

**Brackett Carousel/Chadwick Bucket (3 wire)**

<table>
<thead>
<tr>
<th>Pin</th>
<th>Function</th>
<th>Function</th>
</tr>
</thead>
<tbody>
<tr>
<td>C</td>
<td>28VDC Reset/bucket close</td>
<td>28VDC Reset/bucket close</td>
</tr>
<tr>
<td>D</td>
<td>Airframe Ground</td>
<td>System Ground</td>
</tr>
<tr>
<td>E</td>
<td>28VDC Hook/bucket open</td>
<td>28VDC Hook/bucket open</td>
</tr>
</tbody>
</table>

**Simplex Helitorch, Bambi Bucket, Remote Hook, And Seeders (2 wire)**

<table>
<thead>
<tr>
<th>Pin</th>
<th>Function</th>
<th>Function</th>
</tr>
</thead>
<tbody>
<tr>
<td>D</td>
<td>Airframe Ground</td>
<td>System Ground</td>
</tr>
<tr>
<td>E</td>
<td>28VDC (bucket open)</td>
<td>28VDC Bucket/Hook Open-Torch/Seeder on</td>
</tr>
</tbody>
</table>
EXHIBIT 7
HELICOPTER SYNTHETIC LONGLINE REQUIREMENTS

1. Material Type

Helicopter synthetic longlines shall be constructed from the HMWPE or HMPE (High Molecular Weight Polyethylene) family of rope fibers including brand names such as Spectra by Allied Signal or fibers with similar properties. Spectra has very high strength, high flex fatigue life, very low stretch (less than 1 percent elongation at 30 percent of break strength), excellent chemical resistance, and less than 1 percent water absorption. Another high strength, high performance rope fiber is Vectran produced by Hoechst-Celanese. Rope brand names made from these types of fibers include Plasma 12, Spectron II, and Spectron 12 or AmSteel. Ropes from these fibers are usually twelve-strand or double-braid construction.

2. Rope Diameter: Minimum rope diameter shall be ½-inch.

3. Working or Rated Load

The working or rated load of a rope is the maximum static load that will be lifted by the rope. Working loads are based on a percentage of the approximate breaking or ultimate strength of the rope when new and unused. The working load shall be appropriate to the lifting capability of the helicopter. For reference, lifting capability for each category of helicopter is as follows:

- Type 1: 8,000 lb. to 30,000 lb. or greater
- Type 2: 1,600 lb. to 4,500 lb.
- Type 3: 750 lb. to 1,600 lb.

4. Factor of Safety

A factor of safety of 7 shall be used for helicopter synthetic longlines. Therefore, all ropes shall have an ultimate strength (minimum breaking strength) of seven times the rated or working load. For example, if a Type II helicopter line will have a working load of 4,500 pounds, the rope must have a minimum breaking strength when new of at least 31,500 pounds. Rope diameters will vary depending on strength and type of rope.

5. Knots and Splices

No knots are permitted in the synthetic longline. Knots can decrease rope strength by as much as 50 percent. Splices may be used in the assembly of the longline, but no mid-line splicing repairs may be done. Resplicing at the end of the line is permitted only if the rope is in good condition and the new splice is done per the manufacturer’s recommended splicing practices. Splices should always follow the manufacturer-recommended splicing practices.

6. Protective Coatings and Covers

Rope manufacturers offer protective coatings such as aromatic urethane coatings, which help with abrasion resistance and provide some UV protection. The coating appears as a dye on the rope and does not change the rope dimension. Heavy plastic coatings are not recommended because the inside of the rope cannot be inspected. Some companies also sell “sleeve” covers that attach with Velcro. These are easily removable for rope inspection and provide the greatest UV and debris protection. It is recommended but not required that synthetic longlines have the UV coating and/or the removable covers to help protect the lines. Consult rope manufacturers for acceptable coating methods.

Manufacturer’s recommended maintenance and inspection procedures shall be complied with.
EXHIBIT 8

DRAWING FS/OAS A-17

Auxiliary FM Radio Interface
### EXHIBIT 9

**HELICOPTER LIKE MAKES AND MODELS FOR EXCLUSIVE USE CONTRACTS**

<table>
<thead>
<tr>
<th>Make</th>
<th>Model</th>
</tr>
</thead>
<tbody>
<tr>
<td>Agusta</td>
<td>109</td>
</tr>
<tr>
<td>Bell</td>
<td>47 Series (All Recips)</td>
</tr>
<tr>
<td>Bell</td>
<td>47 Series Soloy</td>
</tr>
<tr>
<td>Bell</td>
<td>206A, 206B, 206BIII</td>
</tr>
<tr>
<td>Bell</td>
<td>206L, 206L-1, 206L-3, 206L-4</td>
</tr>
<tr>
<td>Bell</td>
<td>407</td>
</tr>
<tr>
<td>Bell</td>
<td>204, 205, UH-1, All Series</td>
</tr>
<tr>
<td>Bell</td>
<td>212, 412,</td>
</tr>
<tr>
<td>Bell</td>
<td>214</td>
</tr>
<tr>
<td>Boeing</td>
<td>BV 107, BK 107</td>
</tr>
<tr>
<td>Boeing</td>
<td>BV 234, CH 47 Series</td>
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<tr>
<td>Boeing</td>
<td>369 (500) Series</td>
</tr>
<tr>
<td>Boeing</td>
<td>MD-600N</td>
</tr>
<tr>
<td>Boeing</td>
<td>MD-900, 902</td>
</tr>
<tr>
<td>Enstrom</td>
<td>28 Series</td>
</tr>
<tr>
<td>Eurocopter</td>
<td>SA 315, SA 316, SA 319 (Alouette/Lama)</td>
</tr>
<tr>
<td>Eurocopter</td>
<td>SA 318</td>
</tr>
<tr>
<td>Eurocopter</td>
<td>AS 350 Series (Astar)</td>
</tr>
<tr>
<td>Eurocopter</td>
<td>AS 355 Series (Twin Star)</td>
</tr>
<tr>
<td>Eurocopter</td>
<td>SA 341 (Gazelle)</td>
</tr>
<tr>
<td>Eurocopter</td>
<td>SA 360</td>
</tr>
<tr>
<td>Eurocopter</td>
<td>SA 365 (Dauphin)</td>
</tr>
<tr>
<td>Eurocopter</td>
<td>AS 330, 332 (Puma)</td>
</tr>
<tr>
<td>Eurocopter</td>
<td>MBB 105 Series</td>
</tr>
<tr>
<td>Eurocopter</td>
<td>BK 117 Series</td>
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<tr>
<td>Eurocopter</td>
<td>EC-135</td>
</tr>
<tr>
<td>Eurocopter</td>
<td>EC-120</td>
</tr>
<tr>
<td>Hiller</td>
<td>12 Series (Recips)</td>
</tr>
<tr>
<td>Hiller</td>
<td>12 Series (Soloy)</td>
</tr>
<tr>
<td>Hiller</td>
<td>FH 1100</td>
</tr>
<tr>
<td>Hughes/Schweizer</td>
<td>269 (300) Series (Recips)</td>
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<tr>
<td>Schweizer</td>
<td>330</td>
</tr>
<tr>
<td>Kaman</td>
<td>H 43 Series</td>
</tr>
<tr>
<td>Kaman</td>
<td>K1200</td>
</tr>
<tr>
<td>Sikorsky</td>
<td>S-55, H19 (Recip), S-55T</td>
</tr>
<tr>
<td>Sikorsky</td>
<td>S-58, H34 Series (Recip), S-58T Series</td>
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<tr>
<td>Sikorsky</td>
<td>S-62</td>
</tr>
<tr>
<td>Sikorsky</td>
<td>S-61, Series</td>
</tr>
<tr>
<td>Sikorsky</td>
<td>S-64</td>
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<tr>
<td>Sikorsky</td>
<td>S-76, Series</td>
</tr>
<tr>
<td>Sikorsky</td>
<td>S-70, UH-60 Series</td>
</tr>
</tbody>
</table>

This list does not specifically follow the FAA guidelines as it relates to 14 CFR 135.293 competency.

Similar military aircraft are not acceptable for grouping.

Grouping of like makes and models of aircraft allows determination of pilot authority. Differences training must be completed for each of the makes/models in a grouping. Make/model qualification and currency are met with time flown in any aircraft in grouping.
EXHIBIT 10

STATEMENT OF EQUIVALENT RATES FOR FEDERAL HIRES (48 CFR 52.222.42)

IS FOR INFORMATION ONLY AND IS REQUIRED TO BE INCLUDED IN THE SOLICITATION BY THE SERVICE CONTRACT ACT

THIS IS NOT A DEPARTMENT OF LABOR WAGE DETERMINATION

(See following page)

Set forth below are wage rates and fringe benefits that would be paid by the contracting activity for the various classes of service employees expected to be utilized under the contract if 5 U.S.C. 5332 (General Schedule-white collar) and/or 5 U.S.C. 5341 (Federal Wage System) were applicable.

A. EMPLOYEE CLASS
   Aircraft Pilot, GS-2181-11, Step 5  $27.86
   Aircraft Mechanic, WG-8852-10, Level 3  $25.08
   Fuel Servicing Vehicle Driver, WG-5703-7, Level 3  $20.76

B. Fringe benefits such as, life, accident and health insurance, and sick leave, are not less than 5.1 percent of the basic hourly rate.

C. Paid holidays are:
   1. New Year's Day
   2. Martin Luther King, Jr.'s Birthday
   3. President's Day
   4. Memorial Day
   5. Independence Day
   6. Labor Day
   7. Columbus Day
   8. Veterans Day
   9. Thanksgiving Day
   10. Christmas Day

D. The amount of paid vacation time allowed is as follows:
   1. Two (2) hours of annual leave each week for an employee with less than three (3) years of service.
   2. Three (3) hours of annual leave each week for an employee with three (3) but less than fifteen (15) years of service.
   3. Four (4) hours of annual leave each week for an employee with fifteen (15) or more years of service.

E. The percentage of the basic hourly rate that is contributed by the contracting agency for retirement is currently 7 to 17.5 percent.
DEPARTMENT OF LABOR WAGE DETERMINATION INFORMATION

This solicitation includes Department of Labor (DOL) wage determinations as identified below. In order that this solicitation may be accessed electronically, the following DOL wage determination information has been extracted from the wage determination(s) listed below and identifies the occupations of service employees that would typically be employed on this type of a solicitation. This information should be considered when submitting an offer. The DOL wage determination information identified herein will be included in the awarded contract with complete copies of the wage determinations being provided to the successful Contractor. To receive the wage determinations in their entirety, please contact the issuing office at 208-433-5026 or submit a written facsimile request to 208-433-5030.


<table>
<thead>
<tr>
<th>Area: Nationwide</th>
<th>Applicable Occupation: Aircraft Pilot</th>
<th>Minimum Hourly Wage: $28.36</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>First Officer (Co-pilot)</td>
<td>Minimum Hourly Wage: $25.82</td>
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</tbody>
</table>

DOL WAGE DETERMINATION NO. 1995-0221, REV. 38 DATED 12/29/2015

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Truckdriver, Medium **</td>
<td>Minimum Hourly Wage: $17.88</td>
</tr>
<tr>
<td></td>
<td>Truckdriver, Heavy ***</td>
<td>Minimum Hourly Wage: $18.70</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Area: Southern Region: Alabama, Arkansas, Delaware, District of Columbia, Florida, Georgia, Kentucky, Louisiana, Maryland, Mississippi, North Carolina, Oklahoma, South Carolina, Tennessee, Texas, Virginia, West Virginia</td>
<td>Truckdriver, Heavy ***</td>
<td>Minimum Hourly Wage: $19.13</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Area:</td>
<td>Truckdriver, Medium **</td>
<td>Minimum Hourly Wage: $16.28</td>
</tr>
<tr>
<td>Area:</td>
<td>Truckdriver, Heavy ***</td>
<td>Minimum Hourly Wage: $16.94</td>
</tr>
<tr>
<td>Occupation:</td>
<td>Minimum Hourly Wage: $10.60</td>
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<tr>
<td>Area:</td>
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<td>Area:</td>
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<td></td>
</tr>
<tr>
<td>Occupation:</td>
<td>Minimum Hourly Wage:</td>
<td></td>
</tr>
</tbody>
</table>

As defined in the DOL Service Contract Act Directory of Occupations, truck drivers are classified by type and rated capacity of truck as follows:

* Straight truck, under 1 ½ tons, usually 4 wheels
** Straight truck, 1 ½ to 4 tons inclusive, usually 6 wheels
*** Straight truck, over 4 tons, usually 10 wheels
SECTION C – CONTRACT TERMS AND CONDITIONS

WD 1995-0222 Rev. 40
Health & Welfare: $4.02 per hour or $160.80 per week or $696.79 per month
Vacation: 2 weeks paid vacation after 1 year of service with a Contractor or successor; 3 weeks after 5 years; 4 weeks after 15 years. Length of service includes the whole span of continuous service with the present Contractor or successor, wherever employed, and with the predecessor Contractors in the performance of similar work at the same Federal facility. (Reg. 29 CFR 4.173)

WD 1995-0221 Rev. 38
Health & Welfare: $4.02 per hour or $160.80 per week or $696.79 per month
Vacation: 2 weeks paid vacation after 1 year of service with the Contractor or successor; 3 weeks after 10 years; 4 weeks after 15 years. Length of service includes the whole span of continuous service with the present Contractor or successor, wherever employed, and with the predecessor Contractors in the performance of similar work at the same Federal facility. (Reg. 29 CFR 4.173)

WD 1995-0222 Rev. 40 and WD 1995-0221 Rev. 38
Holidays: Minimum of ten paid holidays per year: New Year’s Day, Martin Luther King Jr’s Birthday, Washington’s Birthday, Memorial Day, Independence Day, Labor Day, Columbus Day, Veterans’ Day, Thanksgiving Day and Christmas Day. (A Contractor may substitute for any of the named holidays another day off with pay in accordance with a plan communicated to the employees involved.) (Reg. 29 CFR 4.174)

CONFORMANCE PROCESS - If the offeror intends to employ a class of service employee that is not listed above, the offeror should immediately contact the issuing office of this solicitation and request a complete copy of the wage determinations. The offeror can then view the wage determinations in their entirety and if needed can make a request for authorization of an additional classification and wage rate through the conformance process as set forth in the wage determinations.
### EXHIBIT 12

**UNAVAILABILITY CONVERSION CHART**

<table>
<thead>
<tr>
<th>HOURS UNAVAILABLE</th>
<th>UNITS OF AVAILABILITY RECORDED AS:</th>
<th>UNITS OF UNAVAILABILITY RECORDED AS:</th>
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<tr>
<td>0</td>
<td>1.00</td>
<td>0.00</td>
</tr>
<tr>
<td>1</td>
<td>.93</td>
<td>.07</td>
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<tr>
<td>2</td>
<td>.86</td>
<td>.14</td>
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<tr>
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<td>.79</td>
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<td>.07</td>
<td>.93</td>
</tr>
<tr>
<td>14</td>
<td>0.00</td>
<td>1.00</td>
</tr>
</tbody>
</table>
EXHIBIT 13

TRANSPORTATION WORKSHEET

When assigned to an alternate base away from the Designated Base, the Contractor will be paid for actual necessary and reasonable costs associated with transporting authorized personnel. The Contractor is responsible for advising the on-site Government representative(s) of the anticipated cost associated with transporting relief (and/or maintenance) personnel to the alternate base prior to the relief exchange. **Claims must be supported by itemized invoices.** See contract clause “Transportation Costs Associated with Operating Away From the Designated Base” for detailed information.

<table>
<thead>
<tr>
<th>DATE</th>
<th>ALTERNATE BASE LOCATION</th>
</tr>
</thead>
</table>

**Relief Exchange – Involved Crew Member(s)**

| § Pilot Name | § Fuel Servicing Vehicle Driver Name | § Mechanic (If required by contract) Name |

**Scheduled Maintenance**

| § Mechanic Name | § Other Name |

| Maintenance Accomplished | Reason for providing additional personnel |

**ITEMIZATION OF COSTS – Invoices and/or receipts are attached (copies are acceptable)**

| Airline Transportation Name | $ |
| Airline Transportation Name | $ |
| Charter Aircraft Invoice to include aircraft make/model, flight time, hourly rate, passengers, and departure/destination location, date and time | $ |
| Rental Car | $ |
| Rental Car Fuel | $ |
| POV Total Mileage From To | $ |
| Other (explain) | $ |

| Total ACTUAL Cost | $ |

Yes, the COR was notified of the anticipated cost for this alternate base transportation expense prior to mobilization of the relief personnel  
Contractor Representative Signature

Date
Exhibit 14
Capture Support Minimum Equipment List for Full Service Contractor
For Darting and Net Gunning (Items 6A and 7A)

<table>
<thead>
<tr>
<th>Darting: (Chemical Immobilization)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
</tr>
<tr>
<td>6</td>
</tr>
<tr>
<td>4</td>
</tr>
<tr>
<td>6 pair</td>
</tr>
<tr>
<td>4</td>
</tr>
<tr>
<td>1</td>
</tr>
</tbody>
</table>

* Blindfold must be designed to protect the animal’s eyes and not restrict the animal’s airway. They must be easily applied and removed and must be designed to be secured behind the animal’s ears.
** Transport equipment must transport the animal in an upright manner, which supports the animal’s weight without using the animal as part of the lifting system. Note: Animals **will not be transported by their extremities**!

<table>
<thead>
<tr>
<th>Net Gunning:</th>
</tr>
</thead>
<tbody>
<tr>
<td>1(ea.)</td>
</tr>
<tr>
<td>12(ea.)</td>
</tr>
<tr>
<td>12(ea.)</td>
</tr>
<tr>
<td>6(ea.)</td>
</tr>
<tr>
<td>6(ea.)</td>
</tr>
<tr>
<td>6(ea.)</td>
</tr>
<tr>
<td>4(ea.)</td>
</tr>
<tr>
<td>12(ea.) (6 pair)</td>
</tr>
<tr>
<td>12(ea.) (6 pair)</td>
</tr>
<tr>
<td>4(ea.)</td>
</tr>
<tr>
<td>4(ea.)</td>
</tr>
</tbody>
</table>

* Blindfold must be designed to protect the animal’s eyes and not restrict the animal’s airway. They must be easily applied and removed and must be designed to be secured behind the animal’s ears.
** Transport equipment must transport the animal in an upright manner, which supports the animal’s weight without using the animal as part of the lifting system. Note: Animals **will not be transported by their extremities**!
EXHIBIT 15
ADD/REMOVE AIRCRAFT REQUEST FORM (C39)
DOI ON CALL SMALL HELICOPTER CONTRACTS

<table>
<thead>
<tr>
<th>Contractor Name</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Contractor Telephone Number</td>
<td></td>
</tr>
<tr>
<td>Name of Contractor’s representative making this request</td>
<td></td>
</tr>
<tr>
<td>Date and Signature of Above</td>
<td></td>
</tr>
<tr>
<td>DOI Contract Number</td>
<td></td>
</tr>
<tr>
<td>Remove --Aircraft Make, Model and Series</td>
<td></td>
</tr>
<tr>
<td>Add --Aircraft make, Model and Series</td>
<td></td>
</tr>
<tr>
<td>FAA N Number</td>
<td></td>
</tr>
</tbody>
</table>

Reason for addition/deletion

If adding aircraft, attach a copy of list required by 14 CFR 135.63 or Operations Specifications Part D, Aircraft Listing, as appropriate that shows the aircraft to be added to the contract.

If adding aircraft, confirm by checking the box and provide data to support that the aircraft is of equal or greater performance capability (C39) (must demonstrate aircraft is of the same make, model and series) as the aircraft originally awarded.

Any other comments or pertinent information

Submit form and applicable attachments to:

Janice Haener  
Email:Janice_haener@ibc.doi.gov
DOI, Boise Acquisition Branch  
FAX: 208-433-5043
300 E. Mallard Drive, Suite 200  
Boise, ID 83706-3991

FOR GOVERNMENT USE

<table>
<thead>
<tr>
<th>The above request to</th>
<th>ADD the above identified aircraft is</th>
<th>ACCEPTED</th>
<th>NOT ACCEPTED</th>
</tr>
</thead>
<tbody>
<tr>
<td>The above request to</td>
<td>Remove the above identified aircraft is</td>
<td>ACCEPTED</td>
<td></td>
</tr>
</tbody>
</table>

Name and Title

Janice Haener  
Contracting Officer

Date

Signature

The above aircraft will be added/removed from the Section A contract listing. If adding an aircraft, this page should accompany your written request to the COTR for inspection (C3.8) after you have received confirmation from the CO that the aircraft will be added.
EXHIBIT 16

U.S. Department of the Interior

FAR Clause 52.219-14, Limitations of Subcontracting

Subcontracting Percentage Worksheet

<table>
<thead>
<tr>
<th></th>
<th>PRIME CONTRACTOR</th>
<th>SUBCONTRACTOR</th>
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</thead>
<tbody>
<tr>
<td>DIRECT LABOR</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>FRINGE BENEFITS*</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>SUBTOTAL</td>
<td>(A)$</td>
<td>(B)$</td>
</tr>
<tr>
<td>LABOR G&amp;A ** @ ___ %</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>TOTAL LABOR COSTS</td>
<td>(C)$</td>
<td>(D)$</td>
</tr>
</tbody>
</table>

To calculate the subcontracting percentage, first add DIRECT LABOR and FRINGE BENEFITS and enter the figures for the prime contractor in space (A) and for the subcontractor (if available)*** in space (B).

Next, calculate the LABOR G&A by multiplying the G&A rate by the SUBTOTAL figure in space (A).

Calculate the subcontractor's LABOR G&A by multiplying the subcontractor's G&A rate by the subcontractor's SUBTOTAL figure in (B).

Add the LABOR G&A to the SUBTOTAL and record that figure in the spaces for TOTAL LABOR COSTS at (C) and (D) respectively.

Next, using the formula below, calculate the subcontracting labor percentage.

\[
\frac{(D)}{(C) + (D)}
\]

SUBCONTRACTING LABOR COST PERCENTAGE= ____________ %

* The firm must demonstrate that their labor overhead is allowable in accordance with FAR 31.205-6(m). Failure to do so will cause the entire overhead to be eliminated from the calculations.

** G&A denotes General and Administrative Costs

*** You need to compare as like figures as possible. Therefore, if you have a breakdown of the subcontractor's costs use it in the formulation above. If you do not have a breakdown you need to use the TOTAL SUBCONTRACTING AMOUNT for item (D) even though you must still breakdown the contractor's costs.